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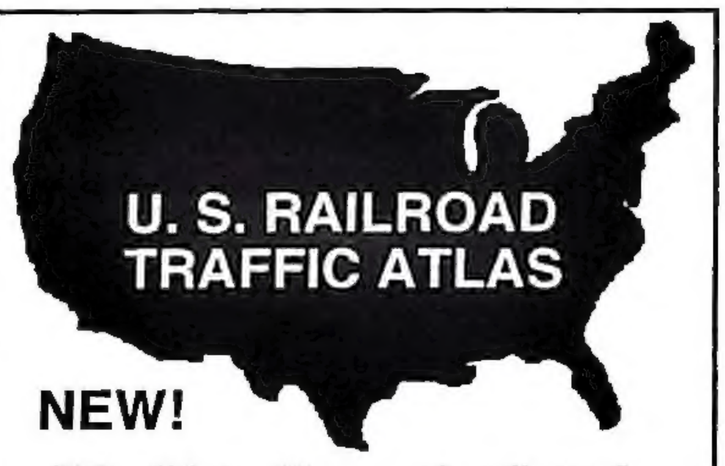

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On the Front Cover—

SOUTH JERSEY ADVENTURE— Conrail WPCA-20 eases through Tuckahoe, New Jersey, on former Pennsylvania-Reading Seashore Lines trackage, with a consist of empty coal cars in June 1997. The three-unit widecab consist is viewed from the NJ Route 49 state highway bridge. Join us on a tour of this backwoods southern New Jersey operation, beginning on page 24.
Kodachrome/John Hooven

EDITORIAL

Amtrak Gets a Green Light

President Clinton signed Amtrak reform and reauthorization legislation on December 2, easing the threat to Amtrak's existence which had grown to crisis proportions in recent months. The agreement provides operating grants for the next three years, enabling management to more effectively plan for the near term future. Enactment of the legislation also unlocks $2.3 billion in capital funding for Amtrak, necessary to insure long-term survival. Amtrak is now receiving hundreds of new mail and express cars and RoadRailers to move the company into new business areas, to provide self-sufficiency by 2002. Much credit for the Amtrak rescue is due Senator Kay Bailey Hutchinson (R-TX) who began to get involved in Amtrak's fiscal plight with the rescue of the *Texas Eagle*, and to Senator William Roth (R-DE) who has worked tirelessly to arrange a funding package which would prove acceptable to Senate and House Republicans and Democrats, the Administration, Labor and Amtrak itself. The people spoke— and Congress finally listened.

While Amtrak's future is now more secure, there are still fiscal problems which must be resolved. There are numerous collective-bargaining issues which must be addressed during the next several years, and many route-and-service decisions which must be implemented as Amtrak morphs into a customer and market-driven organization. But for the first time in many years it appears that Congress is indeed interested in funding a national rail passenger system long-term.

Amtrak's detractors won't fade to black now that some funding appears to be secure. There will be those who feel Federal funds would be better spent on "their" pet projects, or on more roads and airports. But ridership figures indicate that people *will* ride trains when convenient service is made available at a reasonable price— Thanksgiving 1997 holiday ridership in the Northeast is up a whopping 20% over last year. The news is good for Amtrak right now, and rail passenger supporters must continue to be diligent in their effort to create a world-class nationwide rail passenger system.

— Tom Nemeth —

On the Rear Cover—

TOP PHOTO: How many tourist railroads have their own push-pull commuter trains? Naugatuck Railroad has leased a Connecticut DOT Shore Line East trainset from November 1997 through January 1998 to help out with NAUG's busy holiday service schedules. Far from its original Texas & New Orleans (SP) territory, CDOT F7 6691 hauls Pullman-Standard push-pull cars at Waterville, CT, November 29, 1997.
Kodachrome/ Scott A. Hartley

BOTTOM PHOTO: R.J. Corman operates freight service on the former Lehigh Valley main line between East Penn Junction (Allentown) and Catasauqua, PA, along with a portion of the former LV passenger main in Allentown. R.J. Corman GP16 1713 is shown passing underneath the West Linden Street overpass in ALlentown in November 1997. Lumedyne lighting by Kermit Geary Jr., Fred Jones, and John Tully.
Kodachrome/ Carl Perelman

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LEFT: WORK SES— Conrail ted ballast trains on the for PRR Bel-De e north of Phillipsburg, NJ during October. Er on threatens the right-of-way of the Hudson Se ndary at MP 77.5, just north of CP-Brainards, the connection with the Portland Secondary. CR plans to move the track away from the Delaware River at this problem spot. Local WPAL-16, serving double-duty as a work train, is seen with CR 7899 and 8132 leading four side-dump cars and CR 7870 southbound past Harmony Station, NJ, on the Portland Secondary at 4:20 p.m., October 17, 1997. CR is also replacing ties in Hudson Yard in Phillipsburg, NJ.

Kodachrome/Tracy Antz

ABOVE: R.I.P. TRACK— A scrap contractor has been torching retired Conrail freight cars at the unlikely location of Hudson Yard in northern Phillipsburg, NJ. Witness the skeletal remains of Conrail covered hopper 876990, with a B&DR "Dirt Train" in the background, October 21, 1997.

Kodachrome/Tracy Antz

ABOVE LEFT: LEASED POWER— Winchester & Western GP9 475 was leased by the Belvidere & Delaware River Railway to help with increased traffic until BR&W acquired a second GP9 from Green Mountain Railroad. W&W 475 is seen with the regular tri-weekly Milford-Phillipsburg freight at CP-Phillips, the junction with CR's Portland Secondary in Phillipsburg, NJ, October 21, 1997. The leased unit was returned to W&W during November.

Kodachrome/Tracy Antz

ABOVE: RED CABOOSE— B&DR Dirt Trains utilize this former N&W caboose, now B&DR 595 for the back-up move south from Hudson Yard at Phillipsburg to the Baer Aggregates quarry in Carpentersville, NJ. The caboose is seen passing Union Square in Phillipsburg, October 20, 1997.

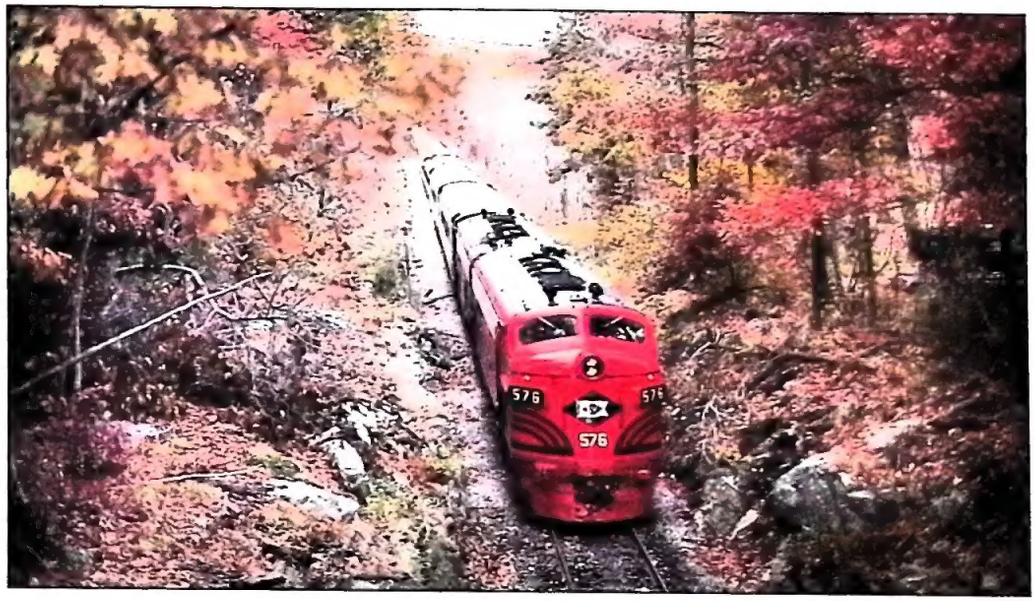
Kodachrome/Tracy Antz

RIGHT: CABOOSE SET OUT— Conrail Dover local WPDJ-61 is seen setting out two historic cabooses on the team track at Port Murray, NJ, just west of Hackettstown, October 21, 1997. The cabooses are former Lehigh & New England 580 and Raritan River 10, both owned by the Tri-State Chapter NRHS, which plans to restore and repaint them in the spring. The former Lackawanna depot there has been restored, and its owner has graciously allowed the Chapter to work on the cars. The Morristown & Erie Railway also participated in the movement of the cabooses.

Kodachrome and Lumedyne lighting/Mike Del Vecchio

RIGHT: THE END IS NEAR for classic PCC cars on NJ Transit's Newark City Subway. Delivery of modern Kinki-Sharyo light rail cars, expected to begin in the fourth quarter of 1998, will replace the vintage Minneapolis cars which have been operating in Newark since 1954. Inbound car #11 pauses at the Washington Street station on October 2, 1997.
Kodachrome/Andrew Grahl

RAILPACE Color Newsphotos



RIGHT: POST-PEAK FOLIAGE is still evident in this overhead view of the Susquehanna "Fall Foliage Streamliner" excursion, seen from the Silver Grove Road bridge near Stockholm, NJ, Sunday, October 26, 1997. Trips on October 25 and 26 were sponsored by the Volunteer Railroaders Association and featured the United Railroad Historical Society's replicated Lehigh Valley F7As 576 and 578. Round trips operated from Hawthorne and Pompton Lakes to Baird's Farm in Warwick, NY.
Kodachrome/Tracy Antz

BELOW: TUMMY TROUBLE— Steam locomotive C&O 614 developed problems with its stoker during the Sunday, October 12 trip. In order to access the mechanical stoker, several tons of coal had to be manually shoveled out of the tender during the Port Jervis layover. A group of volunteers was gathered from the crowd at the turntable.
Ektachrome/Edgar Condon

ABOVE: NEW POWER— Brand new NJ Transit ALP44 electric 4431 is seen at Enola, PA, enroute to New Jersey, October 13, 1997. The 4,400 h.p. unit is capable of operation on 25 kv on NJT's Morris & Essex Lines, and 11.5 kv power on Amtrak's Northeast Corridor Line. The ALP44's handle Midtown Direct service, as well as other assignments on the M&E, North Jersey Coast, and Northeast Corridor lines. Kodachrome/Bruce Kerr

LEFT: NEW COMET— NJ Transit 5022 is one of the newest cab cars on the system. The Bombardier-built "Comet IV" center-door car is seen in Dover, New Jersey, November 19, 1997.
Kodachrome/Mike Del Vecchio

RAILPACE CALENDAR

January 1998

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JAN. 24, SAT: SUPER SATURDAY STREETCAR SPECIAL V departs Elmwood Carbarn (west Philadelphia) at 9:58 a.m. for a tour of southwestern Philadelphia, including the usual assortment of non-revenue trackage surprises. The Peter Witt will be used. Fare: $28. Tickets: SSAE and check payable to Wilmington Chapter NRHS, P.O. Box 1261, Wilmington, DE 19899. For info, call Steve Barry (973) 383-3355 between 9 a.m. and 5 p.m. weekdays.

FEB. 21, SAT: MASS BAY RRE ANNUAL SNOW TRAIN from Boston to Brattleboro and Bellows Falls, Vermont, and return. Special Amtrak excursion via Conrail and New England Central. Coaches and private car *Caritas*. Fare: Adults $65, kids $35. Info: (617) 489-5277 or write Mass Bay RRE, P. O. 8136, Ward Hill, MA 01835 Phone/FAX: (978) 470-2066.

FEB. 28, SAT: *EastRAIL '98*– Professional quality multi-media sound/slide production at Bergen County Technical Institute, 200 Hackensack Avenue, Hackensack, N.J. from 10:00 a.m. to 6:00 p.m. The Institute, adjacent to Route 4, has ample free parking. Several restaurants located within walking distance. NJ Transit offers convenient bus service from the George Washington Bus Terminal to the site. Scheduled Multimedia presentations include:

- Steve Barry - Contemporary Northeast railroads
- Bob Hart Jr. - Farewell to the Lackawanna MUs
- Frank Etzel - Tour NYS&W's Sparta Mountain
- Terry LaFrance - Railroads of the Southeast
- Greg McDonnell - Canadian National snow plows
- Conrad Millster - Bygone railroad marine operations in the New York Harbor
- K.C. Smith - Retrospect of 1980s railroads.
- Scott Snell - The East Broad Top
- Rich Wallace - Railroads of Texas and Oklahoma.

Videographer Marc Balkin will present a special video on historic commuter railroad operations in the New York Metropolitan area. Author Jim Boyd will be master of ceremonies for the day and will be available to sign copies of his recently released books which include "Illinois Central - Monday Morning Rails" and "Fairbanks-Morse Locomotives in Color." EastRAIL's official book seller, Quadrant Press, will have a selection of railroad books and videos available for sale. Several of the United Railroad Historical Society's member groups will have sales tables. EastRAIL attendees will also have the opportunity to view Bergen Tech's twenty stationary steam engines. To satisfy the hearts of steam fans, there will be a steam whistle blow, courtesy of Frank Vopasek and the Bergen County Technical School. Tickets for EastRAIL are modestly priced at $10 dollars in advance or $12 at the door. A special group ticket rate of $8 is available for purchase of 20 or more tickets. Ticket demand has been strong and those that plan to attend are urged to purchase tickets in advance to avoid disappointment. To order, send a stamped, self-addressed envelope and a check payable to URHS-NJ, P.O. Box 711, Clark, N.J. 07066-0711. VISA/Master Card orders phone (908) 671-9644 (7-9 p.m.). For information, phone (908) 671-9644, or E-mail to RPnews@worldnet.att.net. All proceeds from EastRAIL benefit restoration of the New Jersey Railroad & Transportation Museum collection, which includes over 85 historically significant NJ railroad locomotives, and freight and passenger cars.

MAR. 8, SUN: JERSEY CENTRAL CHAPTER NRHS TRAIN SHOW & SALE at Mother Seton Regional High School, Clark, N.J. (Garden State Parkway exit 135). Largest model railroad and railroadiana show in New Jersey. All scales model trains, railroadiana, books, and slides for sale. Circus train display. Door prizes and train set raffle. Free parking. Admission: $4.00, family maximum $8.00. Show hours 9:00 a.m.-3:30 p.m. Info: SSE to Jersey Central NRHS Train Show, c/o Mitch Dakelman, 334 South 3rd Ave., Highland Park, NJ 08904.

APR. 4, SAT: THE EIGHTH ANNUAL MUSEUM SYMPOSIUM, sponsored by the Friends of the New Jersey Railroad & Transportation Museum and the United Railroad Historical Society, at Drew University Hall of Science Auditorium, Madison, N.J. 9:00 a.m. to 5:00 p.m. Adm: $35, includes lunch, morning and afternoon refreshments, and one year membership in the Friends of N.J. Railroad & Transportation Museum. Tickets: SSAE and check payable to Friends of N.J. R.R. & Transportation Museum, c/o Capt. Bill McKelvey, Coordinator, 103 Dogwood Lane, Berkeley Heights, NJ 07922. Info: phone/fax (908) 464-9335.

APRIL 25, SAT: ALL-DAY RARE MILEAGE diesel excursion on Wheeling & Lake Erie Railroad, sponsored by Orrville RR Heritage Society. Orrville, OH to Monessen, PA and return. Great scenery, lots of bridges and tunnels. Tickets: $65, on sale March 1. For brochure, send LSSAE to ORHS, PO Box 11, Orrville, OH 44667.

MAY 9, SAT: All-day rare mileage diesel excursion on Wheeling & Lake Erie RR, sponsored by Orrville RR Heritage Society. Orrville, OH to Rook Yard, Pittsburgh, with bus to Station Square, and return. Great scenery, lots of bridges and tunnels. Tickets: $65, on sale March 1. For brochure, send LSSAE to ORHS, PO Box 11, Orrville, OH 44667.

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RAILPACE NEWS

MERGER NEWS

Goode urges customers to focus on the future: Norfolk Southern Chairman, President, and CEO David Goode urged freight customers at the National Industrial Transportation League's November 18 conference to focus on what would be achieved from the NS and CSX acquisition of Conrail. Goode stated the transaction would provide a safe, service oriented, and competitive structure for shippers. He acknowledged that shippers do have questions about railroad safety and service, largely due to the problems engendered by the western railroads (notably Union Pacific). He requested NITL's support of NS, with its goal to "achieve the benefits of a better, more competitive service environment." (Randy Kotuby)

Safety Plans Due: The STB requested CSX and NS to file safety implementation plans by December 3. These plans are to outline exactly what the two railroads will provide to ensure safety in all areas of operations once the acquisition of Conrail is consummated. (Ray Saunders)

TRACKAGE RIGHTS REQUESTS

Several railroads have filed applications with the Surface Transportation Board for granting of trackage rights or the construction of new track connections, as a condition of approval of the CSX and NS acquisition of Conrail. These applications include:

Ann Arbor Railroad wants to interchange with Chicago area railroads via trackage rights over 230 miles of Conrail trackage between Toledo, Ohio, and Chicago via Elkhart, IN. It also desires to establish an interchange with the Canadian Pacific in Ann Arbor, MI.

Belvidere & Delaware River Railway/Black River & Western are petitioning the STB to eliminate a restriction which currently prevents the D&H from interchanging freight traffic with the BDRV at Phillipsburg, NJ and the BR&W at Three Bridges, NJ. It also requests trackage rights over 40 miles of Conrail's Lehigh Line between Phillipsburg and Manville, NJ, to interchange with CSXT and to enable the BDRV and BR&W to connect with each other.

Bessemer & Lake Erie seeks trackage rights over 14 miles of Conrail's Mon Line, from the connection with the Union Railroad in Duquesne, Pa. to Conrail's Shire Oaks Yard. B&LE has also requested trackage rights over 40 miles of CSXT's former P&LE line from a connection with the Union Railroad in Bessemer, PA and CSXT's Newell Interchange Yard located near Brownsville, PA.

Elgin, Joliet & Eastern/I&M Rail Line seeks acquisition of Conrail's 51% stock ownership in the Indiana Harbor Belt Railroad.

Grand Trunk Western/Canadian National seeks trackage rights over Conrail's mainline between mileposts 16.5 and 18.0 in Trenton, Michigan to serve Detroit Edison's Trenton Channel generating station. It also seeks to construct and operate a connection in Trenton, linking the Conrail northbound mainline with GTW's Shoreline Subdivision.

Illinois Central hopes to acquire CSXT's Leewood-Aulon line in Memphis, Tennessee.

Indiana & Ohio Railway requests overhead trackage rights over 65 miles of CSXT trackage between East Norwood and Washington Court House, Ohio, as well as local trackage rights over 5 miles of trackage between Middletown and Monroe, Ohio; 10 miles between Sidney and Quincy, Ohio; 125 miles between Sharronville and Columbus, Ohio; and 52 miles between Quincy and Marion, Ohio, all on Conrail; and 59 miles between Lima and Fort Wayne, IN over Conrail's former Erie trackage in Lima, and Conrail trackage between Quincy and Marysville, Ohio.

Indiana Southern Railway seeks overhead trackage rights over Conrail trackage in Indianapolis, IN to serve Indianapolis Power & Light Company's Perry K and Stout generating stations. It also seeks local trackage rights over 27 miles of Conrail trackage between Indianapolis and Shelbyville, 44 miles of Conrail trackage between Indianapolis and Crawfordsville, and 55 miles of Conrail trackage between Indianapolis and Muncie, all in Indiana.

Livonia, Avon & Lakeville has requested ownership or trackage rights of one mile of trackage in Conrail's Genesee Junction Yard in Chili, NY which will enable it to directly interchange with the Rochester & Southern.

New England Central wants trackage rights over 18 miles of Conrail trackage between Palmer, and West Springfield, MA; 98 miles of Conrail trackage between West Springfield and Selkirk and Mechanicville, NY, and 140 miles of the River Line between Selkirk and northern New Jersey.

New York State Electric & Gas. Co: NYSE&G has petitioned that Norfolk Southern be granted trackage rights on CSX to move coal trains to the NYSE&G's Kintigh Generating Station. These rights would be over Conrail's Niagara Branch (CP 21 to the Tuscarora Wye) and the Lockport Branch (CP 69) to a connection with the Somerset Railroad Corporation at Lockport, NY. NYSE&G is also seeking trackage rights for a third party carrier to access the Milliken, Goudey, and Greenridge Generating Stations. Trackage rights sought by NYSE&G include the Southern Tier Line, from Buffalo to Binghamton; the Lehigh and Ithaca Secondary Tracks, from Waverly to Ithaca, NY, and a segment of the Corning Secondary Track.

New York State DOT/New York City Economic Development Corporation has petitioned for trackage rights to enhance rail competition to New York City and Long Island. It seeks full trackage rights for a rail carrier, other than Conrail or CSX, between a connection with the Delaware & Hudson Railway at CP 160 (near Schenectady, NY), Selkirk, and Poughkeepsie, NY. It also seeks trackage rights over Metro-North Railroad, from Poughkeepsie to Mott Haven, and over Conrail to a connection with the New York & Atlantic Railroad at Fresh Pond Junction. Both NYDOT and the NYEDC would select the rail carrier which would be granted trackage rights.

RJ Corman/West Ohio Line seeks acquisition or trackage rights over approximately two miles of Conrail trackage in Lima, Ohio.

Wheeling & Lake Erie seeks haulage and trackage rights over several lines to compete with CSX and NS. This includes access to Chicago to interchange with the Belt Railway of Chicago; from Bellevue to Toledo, Ohio to interchange with the Ann Arbor Railroad, Canadian National, and the Indiana & Ohio Railroad, as well as access to British Petroleum's coke facility; and to Erie, PA tor interchange with the Buffalo & Pittsburgh.

W&LE also requests the right to "lease to own" Conrail's Randall Secondary between Cleveland and Mantua, Ohio, the Huron Branch, from Shinrock to Huron, Ohio, and the Huron Dock, located on Lake Erie. It also seeks haulage and trackage rights over CSX, between Brooklyn Junction and Benwood, WV, to access PPG and Bayer. W&LE would like to bolster its aggregate traffic with access to additional quarries in Ohio. This includes trackage rights on the NS Sandusky District between Chatfield, Ohio and Colsan, Ohio, access to the Spore Industrial Track to Fairhope, and Conrail's Fort Wayne Line to the National Stone Quarry, near Bucyrus, Ohio. The W&LE also wants to serve a stone quarry located on the Northern Ohio Railway at Maple Grove, Ohio via trackage rights on NS's Fostoria District. Stone quarries in Macedonia, Twinsburg, and Ravenna, Ohio would be served via proposed trackage rights on Conrail's Akron Secondary. W&LE is also seeking haulage and trackage rights to serve Wheeling Pittsburgh Steel at Allenport, PA, and haulage and trackage rights over CSXT's New Castle Subdivision to serve the Ohio Edison generating station at Niles, Ohio.

Wisconsin Central proposes to acquire the B&O Chicago Terminal Railroad's Altenheim Subdivision between the B&OCT/WC connection at Forest Park, Illinois, and a connection with the Union Pacific near Rockwell Street in Chicago.

CONRAIL

Quaker Tower to Close: Conrail's Quaker Tower, located at the west end of Collinwood Yard in Cleveland, Ohio, was to close at 6:00 p.m. November 17. The interlocking becomes CP QUAKER, to be controlled by the Conrail Cleveland East Dispatcher in Dearborn, Michigan. (Dale DeVene Jr.)

New Wisconsin Central Run-Through: Conrail and Wisconsin Central have implemented through train service to avoid congested Chicago area yards. Wisconsin Central train T048 becomes Conrail's WCEL at Ashland Avenue, Chicago. It departs daily at 4:30 p.m. and terminates in Elkhart at 10:30 p.m. Westbound ELWC departs Elkhart daily at 7:00 p.m. and arrives Ashland Avenue at 2:00 a.m. Upon departing Ashland Avenue the train becomes Wisconsin Central T049. Train ELWC replaces former ELCJ on Conrail. (Conrail Technical Society)

Locomotive News: During November, Conrail SD40-2s 6425-6429, 6431, 6433-6435, 6439-6441, 6443, 6446, and 6448-6450 were on lease to Canadian National... Former Conrail GP10 7549 was observed on train ALEL-5 passing through Harrisburg, PA, on November 5 . The 7549 had all Conrail markings obliterated, with OHCR (Ohio Central) lettering. (Richard Jahn, Andy Kirk)

The "Last" Conrail locomotive order which was originally for 30 additional SD80MACs has been changed as follows: CSX will now receive 15 SD70MACs which will carry Conrail road numbers 4130-4144, which will ship in March 1998.

Norfolk Southern will receive 24 SD70s (not MACs) which will carry Conrail road numbers 5655-5678, to ship in June 1998. The units will be painted in full Conrail livery, and both groups of locomotives will be assembled at the Juniata Locomotive Shops in Altoona, PA.

CSX TRANSPORTATION

55th Annual Santa Special: The Kingsport Area Chamber of Commerce and CSXT co-sponsored the 55th Annual Santa Special on Saturday, November 22. The train commenced its 110 mile journey at Shelbiana, Ky. and traveled south to Kingsport, Tennessee. Along the way, Santa Claus and his helpers spread gifts and holiday cheer. (CSX Express)

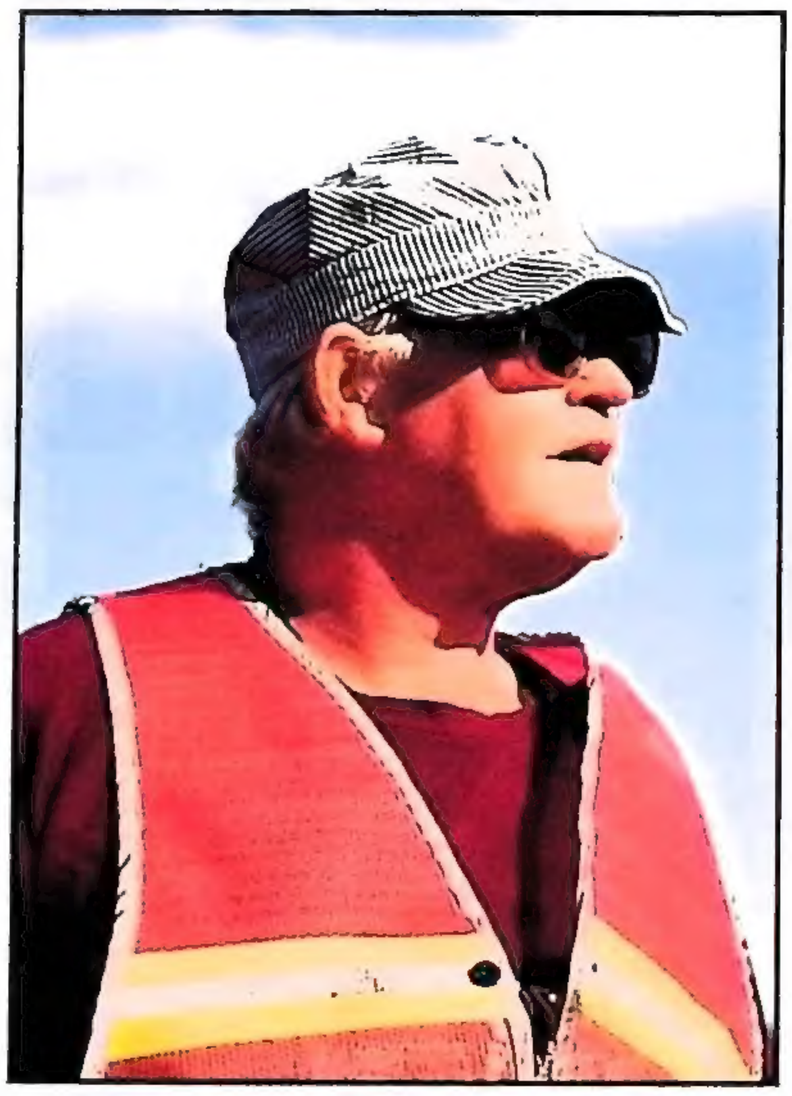
Verdict Set Aside: The Louisiana Supreme Court has placed on hold the $2.5 billion punitive damage award in the class action suit against CSXT in response to a tank car fire in New Orleans during 1987. Approximately 8000 residents of New Orleans participated in the suit. The state Supreme Court ruled the claims from all 8000 claimants necessitated a complete review before

river. Harry understood the tides— and the ebb and flow of the harbor's economy, too. He had a journeyman's insight into the importance of the port relative to the health and prosperity of New York, and he had a lot to say on the matter.

Though he wasn't tall, Harry stood ramrod straight and had a commanding presence. With his grizzled looks and massive forearms, he reminded me of Popeye the Sailorman— and, like Popeye, he seemed indestructible. On several occasions, we talked about writing down some of his old stories, but regrettably it never came to pass. "I'm the end of an era," he had jokingly commented to me— and now all the rich details of that legacy have been lost forever.

Requiem for Harry

by Joe Greenstein

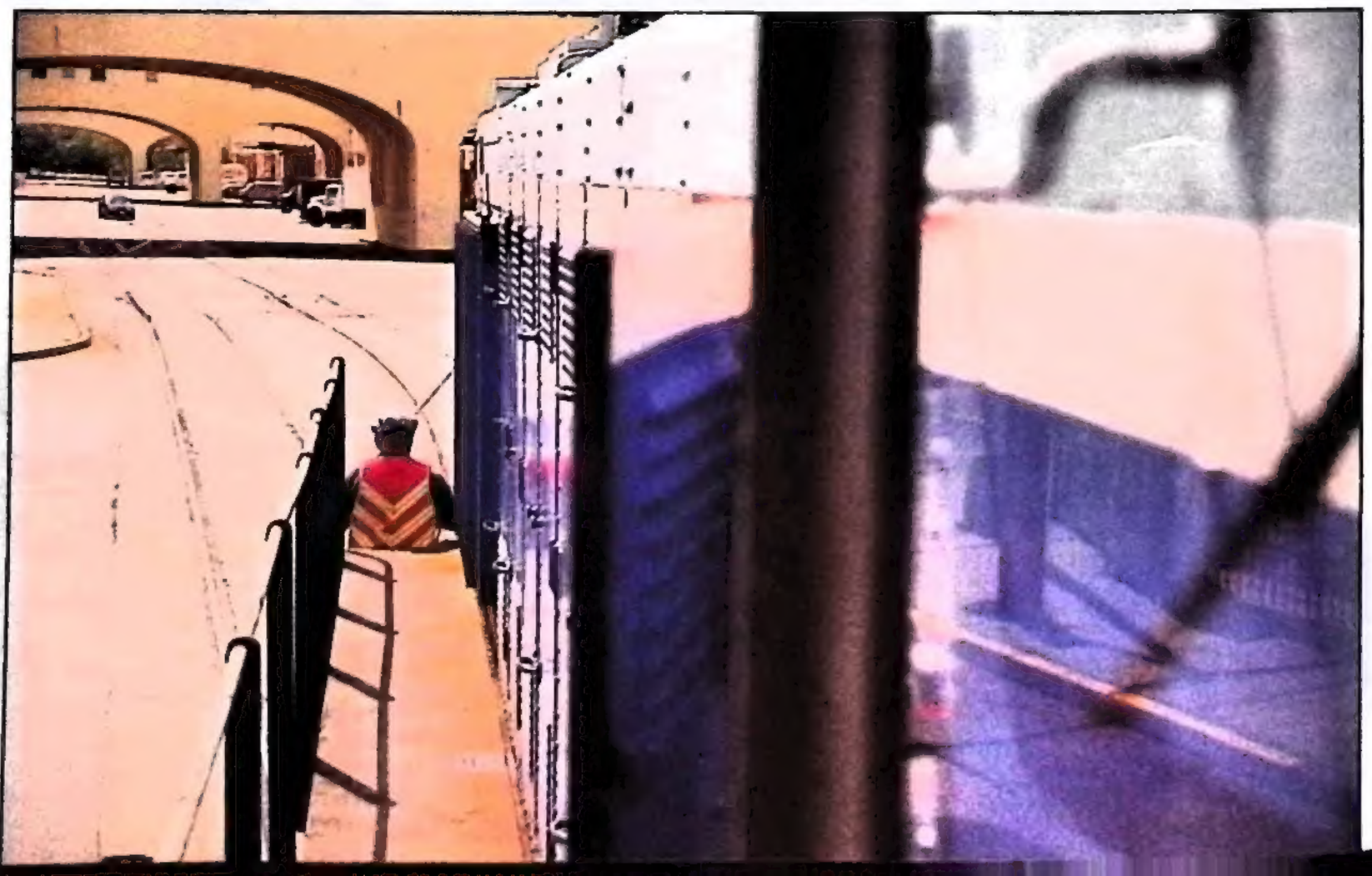


TOP PHOTO: A wicked winter wind off the bay has the crew all bundled up, as former Erie Lackawanna Alco S1 25 backs off the float bridge at Bush Terminal. Harry (at right) is seen here with his protégé, brakeman Richie Cole, January 8, 1997.

LEFT: Perhaps the last portrait photo of Harry Lynch, taken at Bush Terminal five days before his untimely passing.

photography/The author

BELOW: In his classic pose, Harry rides the front step of Alco S4 11 as it operates through the former Brooklyn Army Terminal, now an industrial park. The locomotive is headed for the Bay Ridge interchange with the New York & Atlantic (formerly Long Island) on August 22, 1997.



WHEN HARRY LYNCH DIED of a heart attack on October 25, 1997, a major chapter in Brooklyn waterfront railroading also ended.

Harry's career began at the Brooklyn Eastern District Terminal Railroad, some forty years ago. He signed on at a time when New York's harbor traffic was at its peak, with freighters and tankers from every exotic corner of the world making Brooklyn their port of call. Back then, BEDT was still using Porter 0-6-0 saddletank steam locomotives at its Kent Avenue yard. Those old oil burners were certainly the last working steam in New York, and most probably the last in the Northeast.

By the early Eighties, most of the waterfront railroads had shut down. When BEDT became absorbed into the New York Cross Harbor Railroad, Harry came along also. I first met him a few years ago at the Cross Harbor's Bush Terminal Yard, and ever since, I would search him out whenever I was down there. He worked as a conductor and brakeman, and he knew virtually everything about carfloating on the

class action dam[illegible] be determined. As of October 31, only [illegible] the roughly 8000 class actions claims have been reviewed. Judgments for those cases total $2 million. This action will most likely reduce the amount that CSXT will be obliged to pay out. (Randy Kotuby, Ray Saunders)

Dispatcher Assignments: CSXT's "AW" Dispatcher now handles the Detroit Subdivision, as well as the Grand Rapids Subdivision, Grand Rapids Terminal Subdivision, and the Plymouth Subdivision. With this realignment, the AX Dispatcher now controls the Saginaw and Toledo Terminal Subdivisions and Plymouth Interlocking.

Track Abandonment: CSXT plans to abandon 15.27 miles of track between Russ Junction and Peters Junction, West Virginia.

NY MTA

NY City Subway Crash: During the morning rush hour on November 20, two MTA New York City Transit subway trains collided at the Steinway Street station in the Long Island City section of Queens. At 8:41 a.m. a Forest Hills bound G train, just pulling out of the station, rear ended an R train which had stopped along a curve, 400 feet from the station. Approximately 1000 people were on board the two trains. Seventy-one passengers were sent to nearby hospitals for treatment. None of the injuries were life threatening, but incident resulted in the temporary suspension of E, F, G, and R trains between Queens Plaza and Roosevelt Avenue. Investigators interviewed the G train's motorman, who stated that when he pulled away from the station a signal indicated a green light subsequent to the crash. Signals are normally activated by trains traveling at greater than five miles per hour over a stop arm. A marker was posted at the Steinway Street station to indicate where the trains should stop. This marker was located only 20 feet from the stop arm. Investigators have suggested that as the train accelerated from the platform, it might not have been operating fast enough to trip the stop arm, hence the signal displayed the erroneous indication. As a result of the crash, the marker has been relocated to a distance of 30 feet from the stop arm. In an attempt to prevent similar crashes, MTA will study the location of markers at all 458 subway stations. (Bill Hough, Randy Kotuby)

Automatic Train Supervision: MTA New York City Transit has awarded Union Switch & Signal with a $127 million contract to design, furnish and install an Automatic Train Supervision (ATS) system. The new system, to be installed in NYCT's Subdivision A, will enhance dispatching of subway trains. ATS features include central computer-based train tracking and traffic control, wayside signaling, automatic vehicle identification, and voice and data communications. (Randy Kotuby)

NJ TRANSIT

Port Jervis Line Changes: Metro-North and NJ Transit have improved service on the Port Jervis Line. An additional train departs Port Jervis in the morning, destined for Hoboken. The 5:23 a.m. departure from Port Jervis has been replaced with departures at 5:10 a.m. and 5:40 a.m. An additional afternoon westbound departs Hoboken at 5:17 p.m. for Port Jervis. Several Port Jervis trains that previously made stops in New Jersey now operate express between Hoboken and Suffern, NY. Transit has implemented additional trains to cover local service needs in New Jersey. (N.J. Association of Rail Passengers)

New Station: NJ Transit has announced that it will construct a new $5.2 million, 1,760 square foot station at the existing Northeast Corridor Line site in Edison. The new station will replace the existing trailer now utilized as a waiting room and ticket office. The structure will feature the traditional peaked roof, with cut stone walls and diamond shaped window panes. Completion is anticipated by the spring of 1999. NJ Transit also plans to spend $2 million to improve the Avenel station on the North Jersey Coast Line. The existing platforms will be replaced and passenger shelters will be installed. To comply with the Americans with Disabilities Act,, ramps will be installed to connect the high level platforms with ground level. (James Aiken)

NJT Locomotive News: NJ Transit has received ALP-44 4431, the last unit of a group of ten such locomotives (4422-4431) constructed by Adtranz. Delivery of NJT's next group of ALP-44s, (two units, 4432 and 4433), is expected for delivery in late 1997 and early 1998... NJ Transit F40PH-2 4117 has returned from Conrail's Juniata Shop after the installation of a separate head-end power engine. (Mark Mulligan)

Special Gladstone Branch Trains: The annual Far Hills Steeplechase was hosted at the AT&T's Mooreland Farms, adjacent to the Gladstone Branch's Far Hills, N.J. station on Saturday, October 25. NJ Transit accommodates the crowds destined for the steeplechase by operating a fleet of trains departing Summit every 20 minutes between 9:02 a.m. and 1:38 p.m., destined for Far Hills. After the races were completed, returning trains departed Far Hills from 4:30 p.m. to 6:30 p.m. The trains featured Arrow MUs, and push-pull consists hauled by ALP-44 electrics or diesel locomotives. NJ Transit substituted bus service for reverse-direction morning eastbound and afternoon westbound trains. (Wayne Wasiler)

Transit Funding: The House of Representatives and the U.S. Senate approved a transportation spending bill that will provide the State of New Jersey with $85 million in capital funds for several important NJ Transit projects. Included is $27 million for the construction of the Secaucus Transfer station and $58.5 million for the next phase of the Hudson-Bergen Light Rail Line. In addition, $6 million will go to NJ Transit for the purchase of cleaner burning alternative fuel buses to replace diesel powered buses. (James Aiken)

Secaucus Transfer: NJ Transit continues construction of the Secaucus Transfer Station at the intersection of the Northeast Corridor and Bergen County Line. Bergen County Line No. 1 track has been shifted away from No. 2 track, to provide a gap wide enough to accommodate support pillars for an island platform. Along the Northeast Corridor Line, new embankments are in place and new bridges across Conrail's Croxton Yard are under construction to allow for installation of two additional Northeast Corridor Line tracks. When the station is completed at the turn of the century, passengers from the Bergen and Main Lines will be able to transfer to or from the Northeast Corridor Line to reach Penn Station in midtown Manhattan. The project can be observed from the New Jersey Turnpike eastern extension. (James Aiken, The New York Division Electric Railroaders' Association)

Expanded Rail Access: northern New Jersey Congressmen, county and local officials, have endorsed a $3 billion proposal to construct a new railroad tunnel under the Hudson River to link New Jersey with Penn Station and Grand Central Terminal to enable NJ Transit to increase passenger service to New York City. Track capacity constraints limit the number of trains that NJ Transit currently operates through the North River Tunnels and into New York's Penn Station. (James Aiken)

SEPTA

Holiday Trolley service began November 28 and will operate in Center City Philadelphia every weekend between Thanksgiving and New Years, plus Black Friday (Nov. 28) and December 26. Two PCCs will operate on the Welcome Line route (Germantown-Route 23 from the Convention Center to several blocks south of Market Street), while an LRV will operate several miles further south on 12th Street to Snyder. The PCCs depart 12th and Arch at the Convention Center on the hour and half-hour, while the Snyder LRV leaves at 15 minutes after the hour, Fridays and Saturdays only. Service is sponsored by the City, PECO Energy, CoreStates Bank, Center City District, the Convention Center Authority, Lord & Taylor, the Gallery and the Hard Rock Cafe. Adult fare is 25 cents. First trip is 10:00 a.m., last trip 5:00 p.m. Last LRV trip to South Philadelphia departs 4:15 p.m. All cars are in service to/from Elmwood Depot in southwest Philadelphia, and these pull-outs/pull-ins can be ridden for regular fare ($1.60) which provides a rather extensive tour of the city via Girard Avenue (Route 15) and the center part of the Germantown Line (Route 23).

MARYLAND MTA

Baltimore Light Rail System Branches Open: Maryland's Mass Transit Administration opened the Light Rail extensions to Penn Station and BWI International Airport on Saturday, December 6. The trolleys now serve Penn Station at track level, adjacent to Track 1. Cars climb a grade which spans the Jones Falls Expressway and join the north-south line just north of the Mount Royal Avenue stop. The two openings follow the recent extension of service northward to Hunt Valley. The Baltimore Light Rail system now offers two through-routes: Cars now operate Hunt Valley–Glen Burnie and Penn Station–BWI Airport, with the routes overlapping between University of Baltimore/Mt Royal and Linthicum stations.

SUSQUEHANNA RAILWAY

Yellow Jacket News: NYS&W SD45 3614 and 3634 have been reassigned to Peoria, Illinois and are in service on the TP&W... NYS&W E9 2400 remains out of service due to a seized main generator, while E9 2402 has only one operating prime mover...: The United Railroad Historical Society and the Volunteer Railroaders' Association hosted the Fall Foliage Streamliner Excursions, from Hawthorne, NJ to Warwick, NY on October 25 and 26. The trains were powered by NYS&W SD45 3614 on the west end, and LV-liveried F7s 576 and 578, on the east end.

BNSF Runthrough Trains: During November several Sea Land double-stack trains (NYS&W symbol SQ-550) were interchanged between Norfolk Southern and the NYS&W at Buffalo, NY. Previously these trains had been interchanged from Conrail at Syracuse, NY. On several occasions the Sea Land trains operating via Buffalo had BNSF locomotives powering the trains as far east as Little Ferry, NJ. On November 20, the SQ-550 arrived at Little Ferry behind Burlington Northern SD40-2 7087 and 8173, and an NYS&W SD45. Another colorful consist was the SQ-550 which arrived Little Ferry on November 30 behind BN SD40-2 7927, Montana Rail Link 265, and NS SD40 1634.

SHORTLINES

BEL-DEL Update: Former Green Mountain GP9 1848 is now in service on the Belvidere & Delaware River Railroad. On November 11 this unit was observed in service on the dirt train at Hudson Yard in Phillipsburg, NJ. The 1848 is being used with BDRV 1849, also a former Green Mountain unit. Both remain in former Green Mountain colors. BR&W GP9 752 (former Clarendon & Pittsford) is assigned to the Belvidere & Delaware River Railroad. On November 11, it saw service on the Milford to Phillipsburg freight train. (Scott Snell)

The Dundee... A Done Deal: The Surface Transportation Board has granted the New York &

NEWS continues on page 12...

ABOVE: COLORFUL REGIONAL— One of the more colorful regional railroad liveries can be found on Maryland Midland, which operates some moderate size trains with multiple-unit lashups. Here, MMID GP38DC 302, GP9 201, and GP38DC 301 lead a Highmount-bound freight at Y Road, just east of Keymar, Maryland, on former Western Maryland main line trackage, August 29, 1997.
Ektachrome/Jonathan Petruzzelli

LEFT: STEAMFEST— Historic Spencer Shops in Spencer, NC, sponsored its Steamfest October 11-12, 1997. North Carolina Museum of Transportation 2-8-0 604 (former Buffalo Creek & Gauley #4) is seen leading an excursion train around Historic Spencer Shops, October 11.
Kodachromes/Danny Vaccarella

BELOW LEFT: A North Carolina Museum of Transportation Shay locomotive is seen on a caboose hop on the Museum grounds on October 11. The photo is taken from a newly installed pedestrian bridge.
Kodachromes/Danny Vaccarella

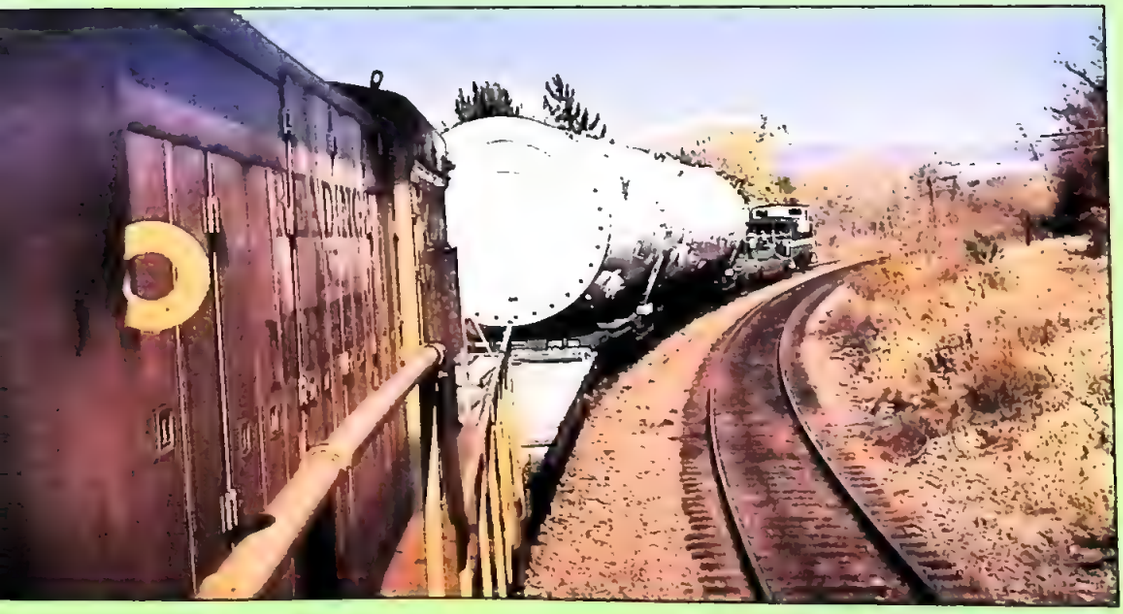
BELOW: KEEPING THE PROMISE— Virginia Railway Express ran three *Promise Keepers Specials* on both its Manassas and Fredericksburg lines to the giant Promise Keepers' rally in Washington, DC, October 4, 1997. The second northbound train from Fredericksburg is seen , on the new CSX alignment around the east side of Potomac Yard in Alexandria, VA, on this date.
Kodachrome/Chris Manthey

ABOVE: The Air Products heat exchanger is eased down the Dupont Connection from the D&H/CP to the Reading & Northern.
Kodachrome/Joe McBride

READING & NORTHERN
Big Move

ABOVE: D&H Engineer/Trainmaster Bernie O'Brien piloted the dimensional load from Wilkes-Barre north to Dupont for interchange to Reading & Northern. Bernie has run everything from D&H PAs to (presently) Steamtown Pacifics.
Ektachrome/Keith A.Laslow

ABOVE: R&N engineer "Big Mike" Bednar takes the throttle of U23B 2399 for the trip over Penobscot Mountain to Lehighton. Ektachrome/Keith A. Laslow



WIDE LOAD— D&H/CP Rail and Reading & Northern moved an oversize heat exchanger for Air Products Corp. on Thursday, November 6, 1997. D&H Taylor local P-1 ferried the special move from the Air Products plant in Wilkes-Barre to Dupont, PA, where R&N U23B 2399 tied on for the move through the Dupont connecting track and eastward to Lehighton, for interchange to Conrail. Thus began a five-day journey from Wilkes-Barre to Port Elizabeth, NJ, averaging 10 m.p.h. most of the way.

LEFT: SAUDI ARABIA BOUND (via Port Elizabeth, NJ), the huge heat exchanger rolls along R&N's Lehigh Line at 10 mph.
Ektachrome/Keith A. Laslow

RAILPACE NEWS

Continued from page 9...

Greenwood Lake Railway Company permission to operate over the 1.8 mile Dundee Spur Track in Garfield and Passaic, NJ. Highlight of the line is trackage in the middle of Monroe Street in downtown Garfield. The City of Garfield had petitioned the STB to dismiss the NY&GL's proposal, stating that track conditions are unsafe and that train operations would pose a threat to the safety of the community. The city wanted to remove the trackage as part of the proposed rehabilitation of Monroe Street. The STB has sided with the NY&LG, opening the way for renewed train operations on the Dundee Spur. Atlantic Coast Fibers, located on the spur, has requested rail service.

Emmons Transportation Group, operators of York Rail, the Maryland & Pennsylvania, and the St. Lawrence & Atlantic railroads, announced December 5 that it has formed a new subsidiary, Penn Eastern Rail Lines Inc., to acquire all of the railroad assets and business of John C. Nolan, which includes assets of the Bristol Industrial Terminal Railway, Chester Valley Railway, East Penn Railways, and the Lancaster & Northern Railway, plus eight locomotives. The deal should close at the end of 1997. The Penn eastern Lines consist of seven individual rail lines totaling 44 route miles, located in southeastern Pennsylvania. Annual traffic and freight revenues approximates 2,500 carloads and $750,000 annually. John Nolan will remain as Vice President of the new Penn Eastern Rail Lines subsidiary.

The New Hope & Ivyland has painted GP30 2198 into a scheme similar to the livery of the railroad's former RSC-2. The GP30 is now painted maroon and black, with gold trim and lettering. On November 16, the unit was observed on the New Hope to Wycombe, PA Sunday brunch train.

Reading & Northern Update: Reading & Northern has renumbered former Norfolk Southern high-nose B23-7 3980 to R&N 2300. This unit has also received a low nose. Railpace erroneously reported that the unit was renumbered 2390. Actually, R&N 2390 is former CSXT 3320. The R&N plans to renumber SD45-2 6660 as CSMX No. 1. (Frank Tatnall)

Staten Island Upgrade: Track work continues on the New York portion of the Staten Island Railroad in preparation for the resumption of train service sometime in 1998. New ties and ballast have been installed on both the Travis Branch and the mainline into Arlington Yard. New warning devices have been installed at the South Avenue grade crossing, and a significant amount of work is being performed on the Saw Mill River Bridge. However, work has yet to commence on the New Jersey portion of the Staten Island Railroad.

Phillipsburg Theft: Just before Thanksgiving day, thieves jacked up the Phillipsburg Railroad Historians' 45-ton locomotive, flatcar and flanger and stole 18 brass bearings worth a total of $133 in scrap value. The theft occurred at the SMP Trucking storage yard (former PRR freight yard) in Phillipsburg, and included sixteen 4-1/4x8" brass bearings and keepers from the flangers and flat car, as well as a pair of unique 5x9" bearings from the 45-ton GE.

The bearings removed are much in demand by those involved with historical railroad equipment restoration. The theft will delay the movement of the three pieces to the Phillipsburg Railroad Historians museum site. Since these bearings are no longer manufactured, replacements will have to be fabricated or purchased second-hand. Anyone with information on the theft may contact Pete Terp, President of PRRH at (908) 213-1722, or write to Phillipsburg Railroad Historians, 292 Chambers Street, Phillipsburg, NJ 08865.

Long Island Lines

L.I.

edited by John P. Krattinger

Cross Nassau Light Rail Link

The Cross-Nassau Light Rail Link is apparently dead. The plan as proposed by the Tri-State Regional Plan Association was to link the Long Island Rail Road's Oyster Bay and West Hempstead branches, and convert them to a different type of mass-transit service. The deciding factor came when the LIRR decided to invest nearly a half-billion dollars into modernizing its diesel territory fleet. The LIRR, which developed west-to-east following the geography of Long Island, considers a major investment into any new north-south line to be impractical.

According to Thomas Prendergast, LIRR president, the cost of acquiring right-of-ways would be prohibitively expensive, especially for a subsidized service already confronted with growing demands for other services, such as more reverse-peak service. "Historically, there were more north-south routes than there are today, and it is conceivable that a new line could be developed, but it isn't our highest priority now," said Prendergast, adding that it isn't clear whether there would be sufficient demand, because rail development is extremely expensive.

Multiple-Unit Cars

The Long Island Rail Road is currently seeking a waiver of compliance from the FRA for certain provisions of the Railroad Locomotive Safety Standards for its M-1 and M-3 type multiple-unit cars. Specifically, the LIRR wants to extend the required time intervals for cleaning, repairing, and testing of multiple-unit car brake equipment from 736 days to 1104 days. Based on the results of Metro-North Railroad's recently concluded test program, the LIRR concurs with Metro-North's position that the test results demonstrate that extending the clean, oil, test, and stencil (COTS) time interval to three years on multiple-unit cars can be accomplished without compromising brake and train/rail safety. LIRR and Metro-North are sister agencies of the Metropolitan Transportation Authority of New York State, and both railroads operate M-1 and M-3 type multiple-unit cars using identical electro-pneumatic brake systems which perform in similar type service. Like Metro-North, the LIRR's multiple-unit fleet is 100% air-dryer equipped. The LIRR contends that it uses one of the most efficient and effective air dryer/filtration systems available which greatly enhances the long-term reliability of the pneumatic components of the air brake system by virtually eliminating the introduction of water, oil, and other contaminants into the brake system. If a waiver is granted, the LIRR expects to save millions of dollars in maintenance and inspection costs.

New York & Atlantic

Fred Krebs Named President of New York & Atlantic: Anacostia & Pacific Company, Inc. has named Fred L. Krebs president of the 269-mile New York & Atlantic Railway, which took over Long Island Rail Road's freight business in mid-May 1997. Krebs comes to NYAR from the 325-mile San Joaquin Valley Railroad of Exeter, California where he had served as general manager since 1991. He joined the New York & Atlantic in mid-September, succeeding George L. Stern who had helped with the railroad's formation and start-up since January of this year. Krebs has 17 years of railroad operating experience. He joined the Milwaukee Road as a trainman and locomotive engineer in 1970, after spending five years in the U.S. Army during which he was promoted to captain. From 1973 to 1977, he successively served as assistant trainmaster, trainmaster and assistant superintendent. He later served three years with the Southern Pacific as a trainmaster until 1980 when he became vice president and general manager, T-K Construction, Dallas, Texas. He subsequently was general manager of the Eastern Alabama Railway, Sylacauga, Alabama, from November 1990 until 1991. Anacostia & Pacific is a New York and Chicago-based transportation management and investment firm. Since 1985, Anacostia & Pacific has participated in the formation and management of eight new regional and short-line railroad companies in the United States, and led two international privatizations in Argentina and Chile. In addition to the New York & Atlantic, Anacostia & Pacific's current U.S. railroad affiliates include the Louisville & Indiana Railroad and the Chicago SouthShore & South Bend Railroad.

Operationally, not much has changed since the New York & Atlantic took over from the LIRR. Some start times have been adjusted slightly, but for the most part, the basic service plan remains the same. New York & Atlantic job numbers have remained the same, but now the only difference is that the "RF" for road freight and "YFD" for yard freight drill have been dropped in favor of a uniform "RS" for road switcher instituted for all jobs. The New York & Atlantic has also reverted to a seven-day-per-week operation, as needed:

- RS-30 on duty at Fresh Pond Yard at 7:00 a.m.
- RS-60 on duty at Fresh Pond Yard at 7:00 p.m.
- RS-50 on duty at Pinelawn at 8:00 p.m.
- RS-70 on duty at Pinelawn at 8:00 a.m.
- RS-100 on duty at Yard A, Long Island City at 4:00 a.m.
- RS-301 on duty at Fresh Pond Yard 7:00 a.m.

The New York & Atlantic motive power fleet currently consists of:

- 3 SW-1001s, 101, 105, and 106
- 4 MP15ACs, 151, 155, 156, and 159
- 2 GP-10s, 201 and 202

MP15AC 151 is out of service due to accident damage and GP10 201 is out of service due to a cracked cylinder lining and a bad alternator. Both of the units have been languishing outside the car shops in Long Island City for quite some time. Due to this shortage of power, the New York & Atlantic is short-term leasing an additional MP-15AC from the LIRR. LIRR MP15ACs 158, 160, and 172 have at different periods spent time hauling freight for the New York & Atlantic.

The New York & Atlantic is yet to repaint any of its locomotives other than to paint out graffitti on the GP-10's in a slightly lighter shade of blue. The former LIRR SW1001s and MP15ACs have now had a New York & Atlantic Railway decal placed under the cab windows.

Negotiations between the New York & Atlantic, Conrail, and New York State for the sale of the 7.6 mile long Fremont Industrial Track between Oak Point Yard in the Bronx and Fresh Pond Yard in Queens has apparently reached a stalemate. This trackage crosses the magnificent Hell Gate Bridge on the east side of the bridge, adjacent to the Amtrak Northeast corridor.

The initial plan had called for the State of New York to purchase the Fremont Industrial Track from Conrail and to then upgrade the trackage for 25 mile-per-hour operation. New York State would

then make the Ne[illegible] Atlantic the designated-operator of this [illegible] New York & Atlantic would then be able to interchange with Conrail seven days per week instead of the current Monday-to-Friday only operating pattern.

CONRAIL

Oak Point Yard in the Bronx and the surrounding industrial vicinity has once again become very busy in terms of rail traffic. The USA Waste transfer station at the former Harlem River Yard is now generating significant traffic. Conrail has instituted a new pair of dedicated trains to handle this increase in business, trains OPNS and NSOP. Loads depart Oak Point, NY on train OPNS at 3:00 a.m. on Wednesday and Saturday, while empties arrive back on train NSOP at 6:30 a.m. on Monday and Thursday.

The loads are destined for unloading at Amelia, VA. Conrail expects the frequency of this service will increase as the business grows. Conrail is also considering assigning "Ballast Express" C32-8's to these new trains.

The New York City Department of Sanitation is currently in the process of phasing out the gigantic Fresh Kills landfill on Staten Island by the year 2001, after which a mind-boggling 12,000 tons of trash will have to be moved out of New York City every day!

Conrail currently has 10 B23-7's, 1967-1971, 1973-1975, 1977, and 1989 assigned to handle the road and local duties into and around New York City along with 4 SW-1500s, 9545, 9588, 9589, and 9593 assigned to handle the yard and industrial duties. The six Conrail crews at Oak Point work as follows:

- YAOP-17 on duty at 6:30 a.m. handles New York & Atlantic interchange
- WAOP-10 on duty at 7:00 a.m. handles Hudson Line sidings to Croton-Harmon, NY
- YAOP-29 on duty at 2:30 p.m. handles yard and industrial duties
- YAOP-27 on duty at 3:00 p.m. handles Hunts Point market
- WAOP-21 on duty at 7:30 p.m. handles New Haven Line sidings as far as Stamford, CT
- YAOP-33 on duty at 11:59 p.m. handles Hunts Point market

Providence & Worcester

Providence & Worcester President Orville Harrold announced in a shareholder letter that a new agreement has been reached with CSX regarding P&W operations between New Haven CT and Fresh Pond Junction in Queens. Operations in this territory had been limited to the movement of construction aggregate. The new agreement enables P&W to market the line with CSX for all general merchandise and intermodal traffic between the P&W's system and Long Island.

Thanks to Anthony Benkovitz, Stuart A. Gewirtzman, Doug Hahnel, and Andrew S. Kirk for their assistance in preparing this column.

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Amtrak Update

edited by Elbert B. Simon Jr.

AMTRAK FUTURE SECURED

The Amtrak news story of the year concerns the resolution of the threatened BMWE strike against Amtrak and the passage by Congress and signing by President Clinton of the Amtrak reauthorization and funding bills.

The settlement with the Brotherhood of Maintenance of Way Engineers was reached near the end of an extended cooling off period, and afforded Amtrak a degree of legitimacy with Congress and allowed the legislature more reason to approve Amtrak's vital reauthorization.

The Senate acted first, led by Senator Kay Bailey Hutchinson (R-Texas) who introduced the reauthorization bill. It was passed unanimously by the Senate, then similar action was taken by the House. A joint Senate-House reconciliation was able to work out remaining technicalities and President Clinton signed the bipartisan Amtrak reform bill on December 2. The new legislation goes far beyond the reforms themselves, and unlocks the $2.3 billion in capital funding which Senator William Roth (R-DE) fought to include in this summer's budget.

At the beginning of 1997, Amtrak was saddled with financial problems that threatened the very existence of national passenger rail service in the US, Roth said. Years of underfunding for both capital and operating funds had pushed Amtrak to the edge. In an effort to rally support for Amtrak, Roth created a rail caucus in February, and the Senate Finance Committee held a hearing later that month which made clear the problems facing Amtrak.

At the Senate hearing, Tom Downs, CEO of Amtrak, identified Amtrak's three-pronged approach to survival and growth. Two parts required Congressional action— providing capital funding for investment, and enactment of legislative reforms. The third part is a program of internal reforms launched by Downs himself.

To provide capital needed by Amtrak, Delaware Senator William Roth introduced legislation that would dedicate one-half cent of the 4.3 cents-per-gallon motor fuel tax to a Rail Trust Fund. But when momentum for that plan stalled, Roth worked out an agreement with the Chairman of the Budget Committee to create a Rail Reserve Fund within the Budget Resolution that passed the House and Senate. But the House objected in Conference to the inclusion of a reserve fund for Amtrak, and in response, the indefatigable Roth proposed that $2.3 billion in capital funding be made available to Amtrak in the form of a "net operating loss carryback." The House agreed to this plan, but insisted that release of the capital funds be made contingent upon enactment of legislative reforms to Amtrak.

After the President signed the tax bill in August, the only remaining obstacle to Amtrak receiving the capital infusion was enactment of the reforms. With Clinton's signing of the Amtrak reform legislation December 2, Amtrak is on the road to self-sufficiency— and survival.

The Amtrak reform legislation permits Amtrak and its unions to negotiate issues pertaining to outside contracting and severance pay. Also, there are significant changes in the liability laws.

In the period of relief and euphoria which has follows the settlement, it is important to remember that Amtrak will still have to fight an annual battle for operating funds. Moreover, several key Senators and Congressmen did not exactly come across as friends of Amtrak.

There are still critics of Amtrak, who will continue to write books and articles and make statements critical of Amtrak and questioning its future.

Enactment of the bill gives Amtrak access to $2.3 billion in capital investment funds that are included in the Taxpayer Relief Act of 1997. The capital will most likely be utilized to purchase new train sets to partially re-equip the *San Diegans* and to assure the purchase of the 18 Northeast Corridor high speed train sets.

How the funds will be expended is up to Amtrak's Board, which is being reconstituted with seven, instead of nine, members. The Corporation's Strategic Business Plan will govern these projects, designated to reduce expenses, expand revenue, and increase ridership. In simple terms, the goal is to allow the railroad to operate more efficiently, and achieve self-sufficiency by 2002, which is but four years away.

Certainly, Amtrak's case was strengthened by the word that Fiscal Year 1997 saw a 2.8% increase in ridership (on a system with 10% fewer route miles). Ridership during the fourth quarter (July-September) was up 5.5%, and the momentum continues. Thanksgiving Holiday ridership in the Northeast was up a whopping 20% over last year. However, ridership on certain routes has declined, especially on the *Three Rivers.* In contrast, the *Metroliners* carried a record number of passengers, and Amtrak West recorded gains on most routes.

Amtrak was able to showcase the positive results of fine tuning its business plan, in adherence to the recommendation of a management consulting group. However, it should be noted that Congress had impacted Amtrak's performance by imposing the continued operation of several trains into the spring of 1997, while not fully funding the added cost.

THANKSGIVING PLANS

Amtrak operated 51 extra trains during the busy Thanksgiving holiday weekend. Most of these trains were scheduled to operate in the Boston-Washington corridor, with several scheduled to operate on between New York and Albany and between Philadelphia-Harrisburg. Outside of the Northeast, the only extra trains that Amtrak planned to operate were two extra round trips on the Seattle to Portland route. During the holiday weekend, Amtrak added extra cars to many of the existing trains. To fill the void for equipment Amtrak borrowed equipment from the commuter railroads, including Connecticut DOT, NJ Transit, SEPTA, MARC, and the MBTA. Details of Amtrak's Thanksgiving performance will be covered in the next issue.

LOCOMOTIVE NEWS

P42 Summary: During November, nine of the eleven Northeast Direct P42DCs were operating from Philadelphia on trains that included the *Pennsylvanian.* The remaining pair was in service on Empire Service trains... Amtrak West P42DCs are operating in pairs on the *Coast Starlight,* occasionally mixed with F40PHs.

On Lease to the UP: As of November 9, eleven additional F40PHs are on lease to the power-short Union Pacific. These units include 313, 314, 335, 356, 375, 402, 405, 407, 408, and 415. With the augment of these units, 36 Amtrak F40PHs are on lease to the UP.

PASSENGER EQUIPMENT

Never Say Never: On November 9, Viewliner sleeper 62044 was shopped at Boston. With no replacement Viewliner available for use on the *Lake Shore Limited* between Boston and Chicago,

SEPTA SCENE

edited by
Gerry Williams

SCHEDULE CHANGES
Transit Division – October 26, 1997

Broad Street Subway: The Ridge Avenue Spur service, which had been operating as through locals between Fern Rock and 8th & Market Streets, has returned to its traditional operating pattern primarily as a Girard Avenue–8th & Market Streets shuttle. Weekday peak period service operates between Erie Avenue and 8th & Market Streets. Only terminal pull-out/pull-in trips operate between Fern Rock and 8th & Market Streets, and are shown as such in the timetables. Some passengers who previously rode the through service from Fern Rock or Olney have strongly complained about their loss of a single seat ride and are not happy about having to change trains at Girard Avenue or Erie Avenue.

Route 100 - Norristown High Speed Line: Four Saturday morning Bryn Mawr–69th Street tripper round trips added.

Route 101 Media/Route 102 Sharon Hill trolleys: Saturday service increased from every half hour to every fifteen minutes on both routes between 10:00 a.m. and 5:00 p.m.

SCHEDULE CHANGES
Rail Division – November 9, 1997

SEPTA reissued all commuter rail timetables except the R1 Airport Line effective November 9, 1997. The major changes occurred to the R7 Trenton Line, where additional express service was added to coincide with the opening of the new, 1600 space free park-and-ride lot at Cornwells Heights. R7 express service increased from two peak trains each way to four and the express trips no long make stops at North Philadelphia. During the morning peak, previously local train 9720, leaving Trenton at 6:56 a.m., now operates express from Torresdale and is followed eight minutes later out of Trenton by new train 9722 which runs non-stop to Eddington, then local to center city. Train 9728, which previously left Trenton at 8:03 a.m. making all stops except Wissinoming, now leaves two minutes earlier and runs express from Holmesburg Junction. In the evening, previously local train 9747 leaving Market East at 5:07 p.m. now operates express to Torresdale, followed by new train 9791 at 5:12 p.m. making all stops to Eddington, then express to Trenton. Train 755, leaving Market East at 6:14 p.m. is now express to Holmesburg Junction.

In addition, the new schedules slightly thin service at two lightly used stations, Eddington and Wissinoming, where several additional off peak trains now omit one or both stops.

On other rail routes, most changes that occurred were minor timing adjustments. On the R3, the last weekday evening inbound train from Elwyn, leaving at midnight, has been dropped and most weekday evening trips are once again running through between Elwyn and West Trenton. Some adjustments were necessary to evening Elwyn train times. A third weekday evening outbound express trip to West Trenton was added, leaving 30th Street at 5:38 p.m.

Weekday midday R2 Marcus Hook/ Wilmington and R6 Norristown services, which had been through-routed, have been separated in anticipation of the upcoming Norristown branch welded rail project [see following item]. Midday R2 Marcus Hook/Wilmington trains now turn at Roberts Yard; R6 Norristown trains turn at 30th Street. Weekday evening and weekend R2/R6 through routing continues unchanged.

Eastwick Station Opens
R1 Airport Schedule Change December 1, 1997

The new Eastwick station on the R1 Airport Line opened Monday, December 1, and the R1 timetable was reissued effective the same date. The station is located off Bartram Avenue, just southwest of 84th Street, and is in fare zone 2. It is about two miles from the airport and six miles from 30th Street Station. The station was built rather quickly and is a simple, inexpensive, unelaborate facility. There are two low level wooden platforms placed on concrete bases that are long enough to platform three car trains [i.e. two sets of vestibules]. Both platforms have wooden mini-high level platforms at one end for handicapped access to the trains. A single bus stop type shelter is located on each platform. The only access is by a short driveway from Bartram Avenue and the station cannot be directly reached from the small residential neighborhood west of the tracks. There is no parking provided at the station.

Inbound trains from the airport leave one minute earlier and outbound trains arrive one minute later to allow time for the new station stop. The immediate Eastwick "neighborhood" is one of the city's more sparsely populated sections although there is more extensive development further north on 84th Street. The lack of station parking may seriously limit the station's usefulness for area residents. SEPTA's incentive for building the station and building it quickly [a station at this location has been in SEPTA's long rang capital plan but was not expected to be built for at least five more years] was the recent relocation of PNC Bank's back office operations from various center city locations to a new facility a short distance from the new station. Since many of the 1,000+ employees now working here formerly used SEPTA commuter services when their jobs were located in center city, SEPTA clearly hopes the new station may allow SEPTA to retain most of these commuters as regular riders.

Cornwells Heights

Although service changes prompted by the opening of the new park-and-ride lot at Cornwells Heights were effective with the Sunday, November 9 schedule change, the new parking lot actually opened the previous Thursday, November 6, although not all work on the station improvements was completed. A new concrete southbound platform closer to the new parking lot remains under construction, and other improvements apparently will be made once the new platform is finished. Passengers parking in the new lot on opening day received a free round trip to center city. Amtrak also began making the Cornwells Heights stop on its Clocker Service and most Harrisburg-New York trains on the 6th.

It will be interesting to see if the Cornwells Heights parking lot fills up with new rail riders or simply sees a shift of existing passengers from stations further out on the line. Cornwells Heights is the outermost Zone 3 station, and the prospects of lower fares and abundant free parking with easy interstate highway access may attract many existing passengers who currently park at higher fare Zone 4 stations further out on the line.

Amtrak apparently hopes to attract New York commuters from Northeast Philadelphia and lower Bucks County who currently drive to Trenton and commute on NJT monthly passes. Through January 15, 1998, Amtrak will sell multi-ride tickets between Cornwells Heights and Newark or New York at the Trenton rate [$399 to New York, $370 to Newark for monthly passes]; after January 15th, the monthly tickets from Cornwells Heights will increase to $429 to New York or $379 to Newark. While these Amtrak fares are substantially higher than NJT monthly fares from Trenton, parking at the Trenton station can easily cost well over $100 a month. With free parking, commuting on Amtrak from Cornwells Heights will be marginally more expensive then parking and commuting from Trenton on NJT.

Trackwork Projects

The on-going tie replacement and track resurfacing project on the West Trenton Line was scheduled for completion by the end of November. The November 9 R3 West Trenton folder includes both temporary midday schedules to be in effect through November 28, and new, regular midday schedules to start on December 1.

A welded rail project is slated for the Norristown branch beginning in February, which will require single track operation between Miquon and Manayunk. Temporary midday schedules beginning February 2, 1998 to accommodate this project are also shown in the new R6 timetable folder.

Engineers -- No Strike Yet

SEPTA's rail engineers did not walk out as threatened on November 9th [see last month's column] but unrest among the ranks remains strong. The Brotherhood of Locomotive Engineers continues to insist that six and often seven day work weeks averaging ten or more hours on duty each day are excessive, result in worker exhaustion, and constitute a safety risk to both employees and passengers. Since SEPTA does have a current contract in place with the BLE, a strike would probably be ruled illegal. Some observers consider a more impromptu job action likely— a sick out, slow down, etc.— but whether a formal or informal job action takes place, SEPTA will undoubtedly seek and most likely receive a back to work injunction fairly quickly.

Teenage Trespasser Killed, Another Hurt by CSX Freight

The wooded area within the triangle formed by the junction of SEPTA's Neshaminy Line and Conrail's Trenton Line [former Reading Company New York Short Line] at Neshaminy Falls station is a favorite teenage hang out spot. Although local and railroad police frequently sweep the area and the property is clearly posted against trespassing, the kids keep coming back and often use the adjacent railroad tracks as short cuts home or to a nearby shopping mall. On Friday evening, November 28, four teenage boys were walking south on the Conrail tracks when a Newark to Baltimore CSX freight approached them from behind. Seeing the teenagers, the engineer blew his horn and the kids looked back at the train. The Conrail line is double tracked at this point, and the kids, apparently misjudging in the darkness which track the train was on, crossed the tracks and continued walking along the outside of the track on which the train was in fact approaching. The train was operating at about 40 m.p.h. when the engineer saw them and dumped the air. One 15 year old boy was struck and killed; another 15 year old suffered head injuries. Two other boys jumped clear and were not injured.

DVARP Reading Excursion

The Delaware Valley Association of Rail Passengers sponsored an Amtrak-operated passenger excursion from 30th Street and Norristown to

Reading, PA, on Saturd[illegible]ember 6 as a pre-Christmas shopping sp[illegible] The special tied up adjacent to the Vanity Fair Outlet complex, located along the former Reading Company Lebanon Valley Branch in Wyomissing, just west of Reading proper. The trip operated over some rare mileage which included the Conrail "High Line" through west Philadelphia, the CR Belmont Connection, and Harrisburg Line. The train consisted of Amtrak P42 110 and five Amfleet coaches. The consist was wyed at CP-Center in Reading while shoppers visted the VF Outlet. DVARP hopes the trip will attract attention and popular support to plans SEPTA currently has under study for reviving rail passenger service in the Schuylkill Valley region.

DVARP originally planned to originate the train at Norristown, using SEPTA's diesel locomotives and Bombardier push-pull cars with a guaranteed connection from/to center city on regular R6 trains. Later, arrangements were made to operate with Amtrak equipment and originate the trip at 30th Street. The trip was to back south from 30th Street to PHIL interlocking, reverse, and run north over the Conrail Harrisburg Line using the High Line, Belmont connection, and the ex-Reading freight main line on the west side of the Schuylkill River. The train was to back from Norristown Junction to the Norristown Transportation Center to protect the Norristown stop.

Atlantic City Rail Line

Reversing the trend which appeared through most of the spring, when Atlantic City Rail Line monthly ridership dropped slightly below the corresponding months last year, the summer and early fall months showed solid ridership gains over 1996.

As we previously reported, July and August were the two best months in the line's history, with NJT carrying 103,223 passengers in July and 100,131 in August, versus 97,410 in July 1996 and 99,518 in August 1996. September 1997 ridership only dropped to 86,448 [compared to 82,967 in September 1996] and October saw 85,871 passengers [vs. 80226 in October 1996]. Most important, the line carried 835,584 passengers in 1997 through the end of October, compared with 818,535 for the same months in 1996.

SEPTA SCENE continues on page 43...

ABOVE: CELEBRATION— SEPTA celebrated the reopening of Chester Avenue at 56th Street to streetcars on October 24, 1997 by brining out PCC car 2168 and LRV 9095, both decorated for Halloween by operator Gary Mason, seen here at Darby Loop on Oct. 27.

BELOW: ROLLING AGAIN— LRV 9095 is seen on the rebuilt portion of Chester Avenue on October 24, 1997. The track project, which cost nearly $3 million, restored 8200 feet of rail from 49th to 58th streets on Chester Avenue. SEPTA completed the work one month ahead of schedule.

Two Kodachromes/William F. Monaghan

BELOW: ALL THE TRACKAGE, ALL THE TIME— *Railfan & Railroad* Magazine Editor Steve Barry has for a number of years sponsored two annual SEPTA trolley trips, in conjunction with the Wilmington Chapter NRHS, in November and on the Saturday of Super Bowl weekend in January. This fall's trip covered all of Route 23 (Germantown Line) using PCC 2732 (replete with PTC logo) on Sunday, November 23, 1997. The sun even broke through the November pall to allow a few well-illuminated views, such as this one at diverging from Oregon Avenue onto 11th Street in south Philadelphia. Kodachrome/Carl Perelman

BELOW: TROLLEY TRIP— Railways to Yesterday Inc. chartered SEPTA trolley 113 for a trip on the Media and Sharon Hill broad gauge trolley lines. SEPTA 113 is seen with revenue car 110 at Sharon Hill, awaiting their return trip to 69th Street Terminal. Car 113 has been repainted in the new SEPTA livery, while 110 retains the older scheme. Kodachrome/Douglas E. Peters

LEFT: ENOLA SURPRISE— Brand new BNSF C44-9W "Warbonnet" 793 is seen at Enola diesel shop on October 13, 1997. Unit was set out for brake pipe repairs after it arrived as one of a trio of BNSF C44s on ALEL-3 (consist BNSF 793-796-797, CR 6473-6090) The BNSF units earlier made their maiden run on the Southern Tier as sole power on TV-204. Kodachrome/Bruce Kerr

BELOW LEFT: MUSEUM SPECIAL— The Berks County Museum Council's Living History Weekend included an excursion on the former Blue Mountain & Reading from Leesport to Temple. This view from the cab of Reading GP30 5513, shows Reading Alco C630 5308 arriving Leesport on the return leg of the 2:00 p.m. trip to Temple, PA, Saturday, October 25. Miserable weather both days did not deter 1100-plus riders.
Kodachrome/Dale W. Woodland

BELOW: BETHLEHEM BANISHED— Abandoned by Conrail since 1984, the former CNJ roundhouse at Bethlehem, PA was demolished in the fall of 1997. Private contractors hired by Conrail had demolished most of the facility in this September 26 view; by mid-October, the entire complex had been leveled.
Kodachrome/Jim Rowland

The Keystoner
news from eastern Pennsylvania

edited by **Dale W. Woodland**

R. J. Corman Lebanon Operation Update

R.J. Corman's interest in the former Reading Cornwall Branch is the huge Alcoa Aluminum Pant in South Lebanon Township, which used to ship and receive 15 to 20 carloads daily. Rail service ceased on the line several years ago, and the track would have to rebuilt to serve Alcoa once again. Ties on the line have rotted to the point where the rail has actually fallen over in places. In addition the 8th Street crossing has had the rails removed and is now paved over. To make matters worse Conrail recently removed two sections of rail, one on each side, just below Wall, severing the line. To insure that it or anyone else would never again have to provide service to the customer, Conrail welded metal cable and strapping around ties on the rail near the severed section. What is really interesting is that Conrail has evidently spited itself. Just south of where Conrail severed the track, several maintenance of way camp cars are now stranded. Conrail recently improved the area with dusk-to-dawn lights, electric box hookups, and sewer drains.

Steamtown Analomink Excursions

The scheduled Steamtown steam passenger trips over the old DL&W mainline to Analomink on Saturday, November, 8, 1997 proved to be an adventure for both crew and fans alike. A cold rain made the weather less than ideal, and equipment

ABOVE: LACKAWANNA HERITAGE— RAILTEX controlled Carolina Piedmont Railroad has taken over the Greenville & Northern as its Greenville & Northern Subdivision. Newly repainted SW1 No. 2 is seen working at Greenville, SC on October 13, 1997. The unit was built as DL&W 428 (b/n 1028, March, 1940). It later became Erie Lackawanna 350, then Hercules Powder 63, then Industrial Metal Processing 63, and now CPRR-GRN #2.
Kodachrome/Mark Sublette

RIGHT: NEW POWER, NEW LOOK— Venerable Pennsylvania shortline Chestnut Ridge Railway now operates this shop-nose GP9 #11, seen making a pickup from the Conrail (ex-CNJ) interchange in Palmerton, October 2, 1997. An Alco S2 can still be found, out of service, at the mostly-demolished West Plant and at the still in use East Plant in Palmerton.

Kodachrome/Olev Taremae

BELOW RIGHT: NEW POWER, NEW LOOK— New Hope & Ivyland RR has repainted former Conrail GP30 2198 into this attractive livery, seen on the point of the Sunday Brunch Train, prior to its 10:30 a.m. departure from New Hope for Wycombe, November 16, 1997.

Kodachrome/Carl Perelman

problems resulted in a much-lengthened schedule. The nine car train, scheduled to depart Scranton at 7:00 a.m. behind double-headed steam locomotives CP #2317 and CN #3254, did not get underway until 8:00 a.m. with only #3254 on the head end. CP #2317 was not available because a project to rebuild its deteriorated cab was never completed. The eastbound train made it to Tobyhanna without incident, but then a sander on the right side of the locomotive failed. This, coupled with thick rust on the rail east of Cresco, slowed the train to 9 mph.

The first westbound trip from Analomink departed at Noon, considerably behind its scheduled 10:45 a.m. departure time. Less than a mile west of Analomink, the 3254 stalled on the grade. Protect diesels had been stationed to the east at Analomink and also at Pocono Summit, and after some delay, it was decided to have Delaware-Lackawanna C425 2451 at Analomink run west to shove the train to Pocono Summit. This didn't work out too well, since every time 3254 slipped on the wet rail, the diesel would lunge the train west. The train was stopped at Henryville, where the second protect diesel, D-L C425 2452 was summoned from Pocono Summit. After some delay due to the rescue engine's approach at restricted speed, the pull-and-push consist made it to the top of the grade at Pocono Summit. After a water stop at Tobyhanna and a catering resupply stop at Moscow, the train finally arrived Scranton more than three hours past the scheduled 1:30 p.m. arrival time. The National Park Service graciously held the Steamtown park site open for late-arriving guests (it normally closes at 5:00 p.m.). CN #3254 moved to the roundhouse where repairs were made on the clogged sander, while the obs and lounge were turned on the Bridge 60 wye. The second train left Scranton well after dark at 6:30 p.m. behind #3254 and did not return until after midnight.

Despite the unfortunate delays and the rotten weather, most riders did not seem upset with the delays, viewing the day as an historic adventure, the first step in the ultimate revival of rail passenger service through the Poconos on the former DL&W main line.

ABOVE: Hidden alongside Conrail's Pavonia Yard in Camden, NJ, Transmodal U23B 2778 works three to five days per week unloading unit stone trains from the quarry at Annville, PA. The ex-Lehigh Valley unit is stored inside the fenced confine of the stone distribution facility when not in use. Kodachrome/J. Osciak

LEFT: BUCKEYE VISITOR— Ohio Central GP10 7574 and slug mate 1001 powered the Q-West fiber-optics cable laying train on Conrail's Harrisburg Line in September. The train is seen at Newmanstown, PA on September 25, as BUAL-4 roars past. Michaels Mid-America Co. is performing the work for Q-West, laying cable along Conrail's Harrisburg Line between Harrisburg and Philadelphia. Kodachrome/Bruce Kerr

ABOVE: FOURTH LIFE— Former BR&W, NH&I, nee-Washington Terminal RS1 57 is seen at its new home on the East Penn Railway at Quakertown, PA, on the former Reading Company Bethlehem Branch. The privately owned unit will serve as backup for EPRY SW9 99. Switch at left leads to Fiber-Mark, presently the line's only customer.

Kodachrome/Dale W. Woodland

LEFT: RECYCLED— Former East Penn Railway MLW RS18 182 is seen at Coxton Yard in Pittston, PA, in October 1997, awaiting rebuilding by the contract locomotive remanufacturer established there. Ektachrome/Keith A. Laslow

ABOVE: READING COLORS— Reading & Northern is finally getting its locomotive fleet painted, adopting the attractive "1970s Reading" medium green and yellow livery. Here, MP15 1547 and SW8 801 are seen in R&N's former Lehigh Valley Coxton Yard at Pittston, PA, on November 5, 1997.

Kodachrome/Olev Taremae

RIGHT: GOODSPRING JOB— Reading & Northern train PNGS-12 is ready to depart southward from Goodspring, PA with four EMDs— CF7s 1503 and 1504; and SW800s 800 and 801 with empty flyash hoppers. The 630-ton train will operate south to Tremont on the former Reading Company Williams Valley Branch. A 2.9% downgrade grade lies ahead at Donaldson, just north of Tremont.

Kodachrome/Craig E. Werley

East Penn Railways Quakertown Operation

Former Black River & Western, New Hope & Ivyland, *nee*-Washington Terminal Alco RS1 57 was delivered to Quakertown by East Penn SW9 99 On Monday, November 3, 1997. The privately-owned 1948 unit has been lettered for East Penn Railways and will be stored in Quakertown. The locomotive rests on former number one track just south of the Mill Street crossing in Quakertown. According to the East Penn, it will not see service unless No. 99 suffers a catastrophic failure.

East Penn has rebuilt the connection to the siding at the Fiber Mark plant in Quakertown. The siding now connects directly to the former number two track, instead of the side track which ran parallel to the main tracks. The condition of the side track had deteriorated badly.

On Monday, November 24, 1997 Conrail delivered ex-Springfield Terminal GP7 22 (Guilford-MEC 561) to Telford. The unit is in Guilford paint, and lettered EPRY under the cab.

Conrail Abrams to Coatesville Turn

An interesting Conrail local to observe and photograph is WPAB-34 which operates between the former Reading Abrams Yard (west of Norristown) and Lukens Steel Company in Coatesville, PA. The train currently operates five days a week utilizing a combination of former Reading and Pennsylvania Railroad trackage. While this is basically a night job, WPAB-34 operates in daylight on Sundays, getting out of Abrams around 7:30 a.m. The train, with a caboose, departs eastward from Abrams and travels across the Schuylkill River through Norristown on SEPTA to CP Ford, where it climbs the connection to the former Pennsylvania Railroad Trenton Cutoff at Earnest. Reversing direction at Earnest, the train travels west to Thorndale on the former PRR Trenton Cutoff to CP-Dale, where it enters Amtrak territory. It continues west on the former PRR mainline to Coatesville arriving around 9:00 a.m. The train usually runs past the old Route 30 bridge before reversing. After reversing it continues down a steep incline on a connection to the former Reading Railroad Wilmington & Northern Branch, just north of Coatesville. Then it heads south a short distance to the Lukens plant. Ex-Cartier Railway gondolas containing slab steel usually make up the consist. The daylight move back to Abrams is the reverse of the trip to Coatesville. Power for the train recently has been a pair of SD40s. Photographic highlights include the Schuylkill River bridges, the stone arch Amtrak bridge across the Brandywine Creek in Coatesville (the train goes over and under the same bridge) and the steep connection to the W & N.

The Keystoner continues on page 47...

RIGHT: An East Broad Top coal train led by engine #17 crosses Shade Creek and is about to enter Orbisonia Yard just before noon on Saturday, October 11. The EBT Fall Spectacular was held Oct.11–12, 1997 under sunny skies. Thirty four scheduled trains were operated; four EBT steam engines, the M-1 motorcar and diesel M-7 were operational. Kodachrome/Scott Hemenway

The Allegheny Observer

edited by **Lee Gregory**

CR Schedules On Line: Alex Lang and Kevin Burkholder have teamed up to post CR operating schedules on the Internet. Point your browser to **http://trainweb.com/eastpenn/** and go to the schedule page. This is a valuable source of information for OCS moves, which recently have been very frequent.

CR/NS Garbage Trains on the Road: The "maiden" voyage of the new dedicated garbage/solid waste train jointly operated by Norfolk Southern and Conrail began on November 16. OPNS-6 departed Oak Point, Bronx, NY with 8 loads and 14 empty garbage containers. Conrail B36-7 5019 did the honors to Harrisburg, PA, where additional power was added to shuttle it to the NS connection at Hagerstown and to Amelia, VA. NS has yet to institute a separate train between Hagerstown and Lynchburg. The trash moves between Amelia and Lynchburg on V6. The initial train was by Hershey at 11:29 p.m. and for that particular moment, Hershey lost that "Sweetest Place on Earth" smell and appeal. The second southbound trip (OPNS-0) passed Hershey at 00:01 hours on 12-01-97, with Conrail SD50 6830 and C40-8W 6226, and 44 brand new garbage COFC cars and containers. The cars are lettered BPPX and many were in sequential numerical order in the 638xxx– series.

New CR Ore Symbol: Conrail has begun operating a new taconite ore train over the Harrisburg, Pittsburgh, and Chicago Lines. The new symbol for this segment, ZSS, originates at Philadelphia-Greenwich Yard and terminates at the Pine, IN US Steel plant. This taconite had been moving via the Great Lakes, and now has a circuitous ship and rail routing. The taconite originates in the Minnesota iron range and is shipped to Philadelphia by freighter for transloading into rail cars.

ABOVE: ALL GUSSIED UP TO GO— A westbound R.J. Corman Pennsylvania Lines hopper train is about to depart GW (west end of double track) west of Keating, PA, for a run to Clearfield on October 10, 1997. The handsome red-and-silver units remain a relatively rarely photographed subject in central Pennsylvania. Kodachrome/Harold E. Brouse

LEFT: GETTYSBURG RAILWAY 105, an ex-Delaware Valley GP9, is southbound at the PA Route 34 crossing in Mount. Holly Springs, PA, at noon on October 29, 1997 with interchange traffic picked up from Conrail. The Gettysburg Railway operates on a Monday–Friday schedule from Gettysburg to Mount Holly Springs and return. Fujichrome Velvia/Mark Eyer

CSX SD70MACs Getting Around: The new CSX SD70MACs are not only operating west of Cumberland on the Mountain Subdivision, they are also operating east to Baltimore and to Benning Yard (Washington DC) on a regular basis. They have been spotted on loaded and empty coal trains as well as in grain service. With the influx of SD70MACs in the area, the number of GE AC44CWs seen has decreased drastically.

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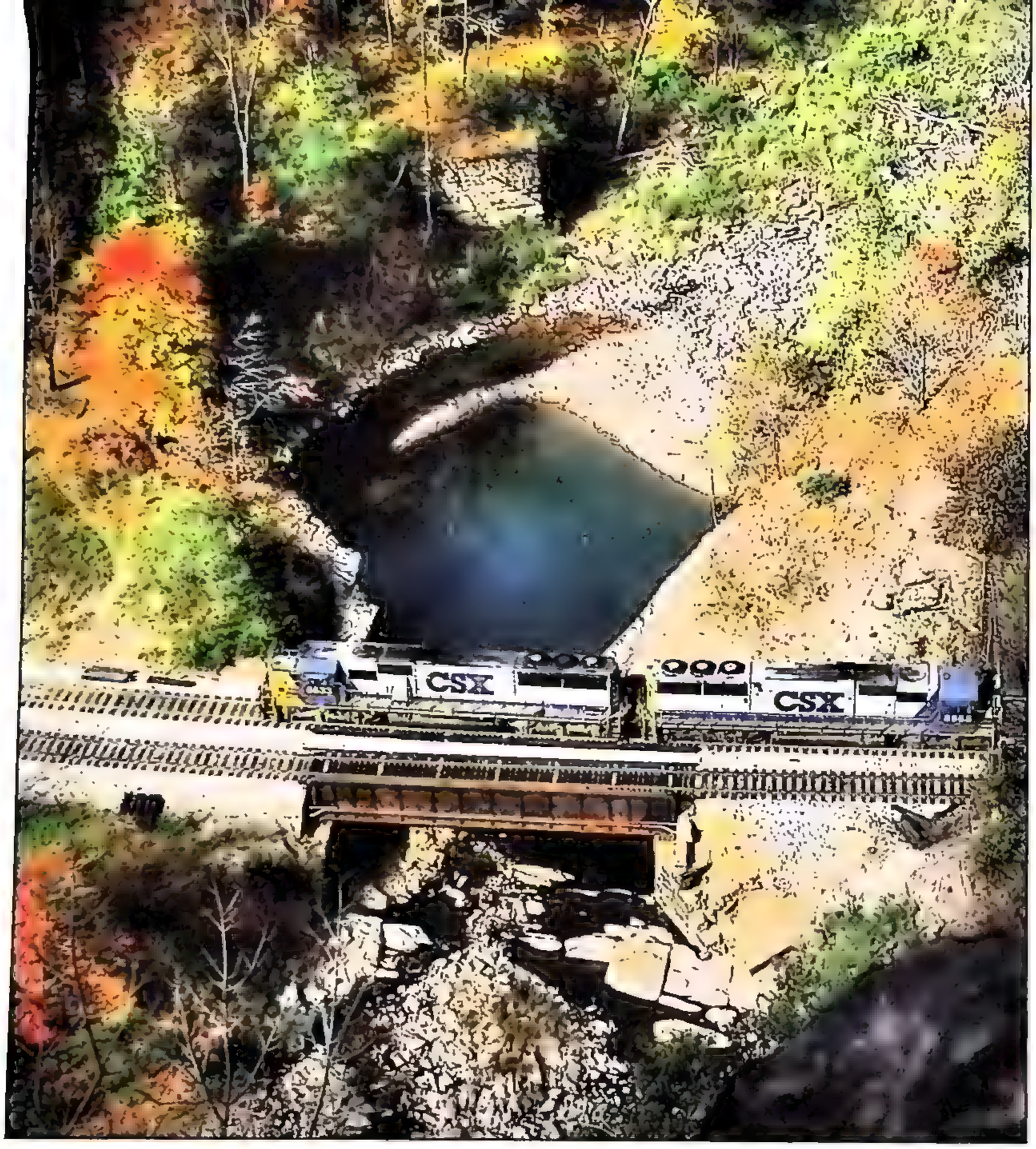


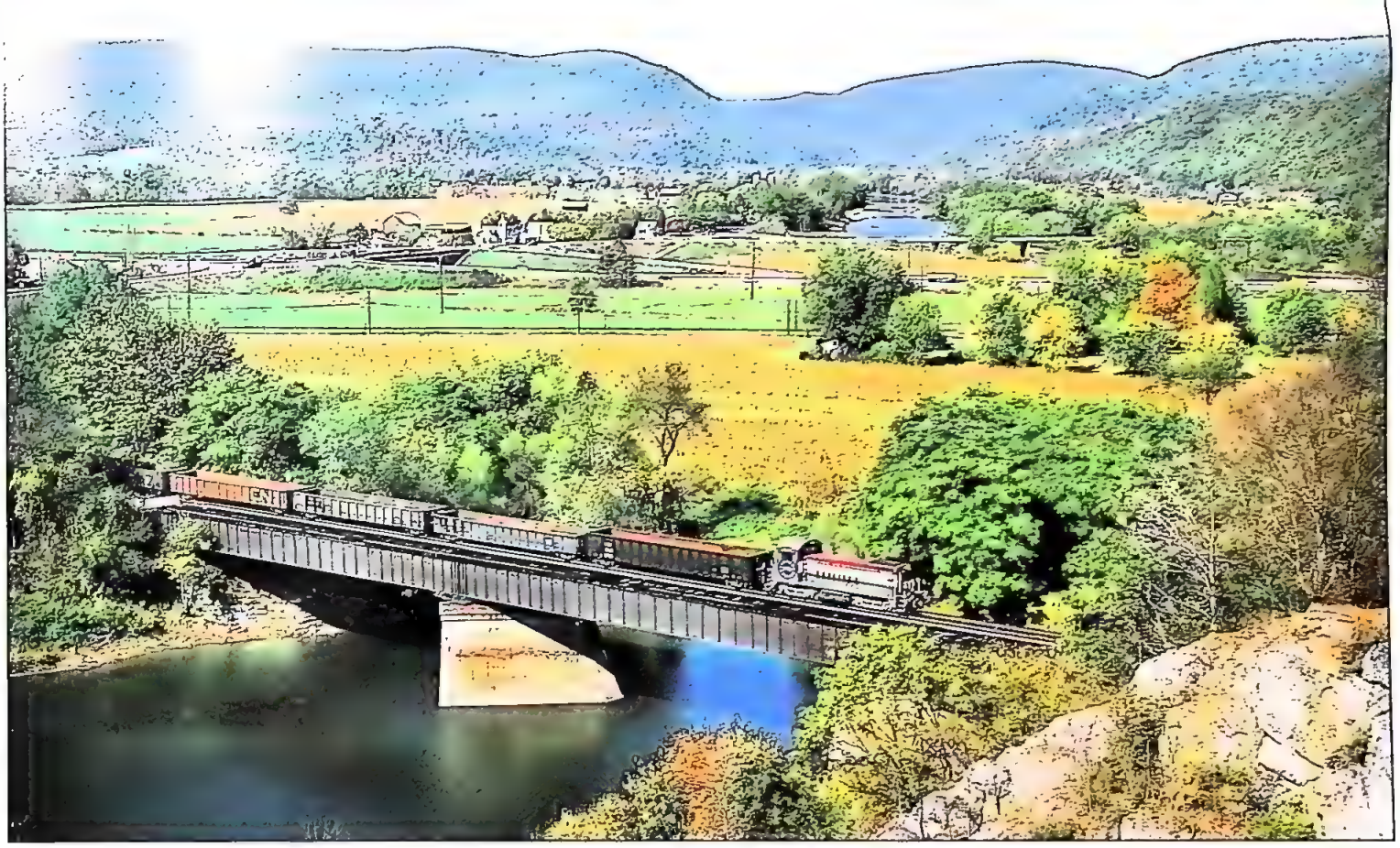
LEFT: CSX changes its standard power for its intermodal trains on Sand Patch grade every few years. After trios of GP40-2s and B36-7s, pairs of CW44-9s began showing up on the Jets in 1995. This fall, CSX has reverted to trios of SD50s on these hot shot trains. In this view from on top of Big Savage Mountain, westbound Q137 shows off its new SD50 standard power as it emerges from Falls Cut Tunnel and winds along Wills Creek, October 17, 1997.
Kodachrome/Richard Borkowski Jr.

ABOVE: SCENIC TOO— The rarely photographed west slope of Sand Patch sees the passage of CSX train Q296 on October 12, 1997 at Yoder, PA. In the four-unit consist is TORC 999. TORC is CSX subsidiary Toledo Ore Railroad Company. Despite its natural beauty, most railfans stay east of Sand Patch. Fujichrome/Ian Hurley

Dirt Shirt in Daylight: CSX train Q344 (Cumberland-Brunswick manifest) has been reinstituted. This train, also known as the "Dirty Shirt" because of the local work it performs, is scheduled to make its run entirely in daylight.

Webster Springs Branch to State: CSX has completed the sale of its 122 mile-long former B&O Webster Springs Branch in West Virginia to the State Rail Authority for $6 million. CSX has been attempting to rid itself of this section of trackage for several years after the line lost over $1 million between 1992 and 1994. An abandonment plan filed with the ICC in 1995 was effectively blocked by the state which claimed the dwindling coal tonnage produced by the area could be replaced with poultry and wood products shipments. The line runs from Tygart

RIGHT: CHRISTMAS JUNCTION— Check out the Christmas Junction gift shop, located in the village of Stone Church, PA, on PA Route 611, near Portland, PA and the Delaware Water Gap. The face of an EL E-unit is painted on the side of the barn which houses the business. On a hill approximately a quarter mile behind the barn is a caboose of unknown origin, painted red but not lettered. Kodachrome/Bob Rule Jr.



PINE CREEK PANORAMA— Lycoming Valley Railroad SW9 1775 (ex-Pittsburg & Shawmut) is eastbound crossing Pine Creek near Avis, PA, October 16, 1997. This former NYC trackage from Jersey Shore to Clearfield was Conrail's Avis Branch until being sold to the SEDA-COG Joint Rail Authority in August 1996. The ex-Conrail Corning Secondary line from Jersey Shore to Corning, NY followed Pine Creek in the background, and was abandoned in 1988. The 1775 is pulling 31 cars from the Jersey Shore Steel Company in South Avis to Newberry Yard, and operates 2 days per week. Fujichrome Velvia/Mark Eyer

Junction in Barbour county to Bergoo in Webster county. The State Rail Authority will provide numerous improvement projects and long-term maintenance of structures as payment for half of the total purchase price. Tourism may also play an important part in the line's future, with passenger trains running to Cass Scenic Railroad State Park and the Snowshoe–Silver Creek Ski Resort. CSX will continue to operate the line until the rail authority is ready to take over.

New WV Rail Trail: West Virginia recently dedicated a new rails-to-trails operation which officially opened in September. The Cranberry Tri-Rivers Rail-Trail starts in downtown Richwood, WV and follows the Cherry and Gauley Rivers for 16.5 miles to a point just south of Allingdale. Included on the trail is a long trestle over the Cranberry River and the 640-foot Sarah's Tunnel. The old roadbed was once home to the former-B&O's Richwood Subdivision which ran from a junction with the Cowen Subdivision at WN Tower through Allingdale, Holcomb, Fenwick and into Richwood. CSX abandoned and removed the tracks in 1990 after mines in the Richwood area played out. The Tri-River committee purchased the right-of-way for $189,000 after securing a $69,000 grant from Georgia-Pacific Co. which operates a large mill at Richwood. Georgia-Pacific has retained the rights to operate the trail as a logging haul road during the off seasons to move cut timbers into Richwood.

CSX Ghost Locomotives: On November 12, two locomotives, (CSXT 6106, UP 3352) rolled unattended out of CSXT's terminal in Clifton Forge, Virginia, striking the consist of freight Q302. There were no injuries, however the incident resulted in the derailment of the two units, (with the CSXT unit landing on its side) and the derailment of five of freight Q302's cars. One main track remained open.

AJ Bids Farewell to Henkel's: Henkel's Restaurant, a landmark in Annapolis Junction for decades, has closed its doors as of early November of 1997. Right by the tracks of the B&O Washington Branch line, and across from the gravel plant, Henkel's was a favorite lunch spot for railfans and the public. While dining inside, there was no question about when the train passed. Passing trains have rocked the old building for most of this century. A major clientele was the lunchtime crowd from nearby Ft. Meade. However, business declined, and the decision was made by the owners to close up shop. Although Annapolis Junction, just south of Route 32 on Brock Bridge Road, is best known for Henkle's Restaurant, it is also the site of Wimpey Minerals, recently renamed "Tarmac." That site receives a rock train from quarries near York PA several times a week, usually with two 6-axle CSX units. The facility has a blue, ex-Conrail U23B. There is also an old Alco parked in front of Henkle's that belonged to a previous owner of the stone works. Tarmac also receives dry bulk gondolas of cement. Just south of this facility is a lumberyard with a rail siding as well. Adjacent is the MARC Savage commuter rail station. Annapolis Junction got its name from the location where the Annapolis & Elk Ridge Railroad branched off from the B&O eastward through Ft. Meade to the Chesapeake Bay.

NS "Potty War" Over: The BLE and Norfolk Southern management have reached agreement on a new sanitation system for NS locomotives. BLE members have been complaining for years about the NS "dry hopper system" which is essentially a toilet frame and a plastic bag (like the kind used for primitive camping). The system has been in use since 1975, when NS and the United Transportation Union reached an agreement to adopt the toilet system throughout the property. In addition to BLE members, there have been persistent complaints from MOW workers and track side landowners that used bags were being "air mailed" along the right of way. The situation was becoming an issue in the CR acquisition plan, since CR's unions have said "no way" to the Neanderthal NS system. NS has agreed to update and modernize its toilets. The specific type of system to replace the current one is now under evaluation.

NS 154/155 Back on Old Route: The rerouting of those two trains via Roanoke and the Shenandoah Valley Line was short-lived, as both trains traditionally traveled over the Shenandoah Valley Line Hagerstown to Riverton Jct., thence via the "B Line" to Manassas, and then the (former Southern Railway) Washington District. Both trains now travel between Hagerstown and Manassas during daylight hours, and it is possible to get several shots of the same train on the B Line.

NS Post-Merger Plans: After the Conrail takeover, the current NS numerical symbols will be replaced with "alphabet soup." For example, trains 227 and 228 will run via Manassas, Hagerstown and Harrisburg and be designated IMNODE and IMDENO, respectively. Under this plan we can expect modest traffic increases through Charlottesville, with the addition of IMDENO and IMNODE and the Roanoke/Baltimore manifest. The real winners, in terms of traffic, will be the former-Southern Washington District north of Manassas, and the Valley Line. The Manassas/Alexandria segment will see an additional six trains, with the introduction of a pig train, a manifest and RoadRailer. The Valley Line will have a new double-stack train and more coal trains.

Excursion on the Shenandoah Valley and "Punkin Vine:" Amtrak P42s 92 and 98 pulled nine Superliners on the Shenandoah Valley Line between Roanoke and Front Royal on Sunday,

Allegheny Observer continues on page 28...

RURAL RAILROADING IN SOUTH JERSEY— A Conrail GE C40-8W and two SD60s lead 75 empty coal hoppers through Dorothy, NJ, in June 1997 in what is some of the last remaining idyllic rural rail scenes in New Jersey. At this point, Atlantic County Route 537 closely parallels the former PRSL trackage for nine miles south of Milmay.

South Jersey Adventure—

Conrail's Beesley's Point Extra

by John Hooven

photography/ The Author

CONRAIL'S LONGEST RUN IN SOUTHERN NEW JERSEY is along the sleepy Beesley's Point Secondary Track. Diverging from the Vineland Secondary Track at CP-Brown in Camden, the tracks run south of the NJ Transit Atlantic City Line to Winslow Junction, located in the heart of southern New Jersey, then diverge southeast there to Tuckahoe. Eastward from Tuckahoe, the last remaining miles are trekked through salt marshes and tidewaters to Beesley's Point on Great Egg Harbor. "The Coal Train" as it is known to local Conrail crews, feeds coal and oil to the Atlantic Electric Co.'s B.L. England power plant just east Ocean City, NJ, and immediately adjacent to US Route. 9 and the Garden State Parkway. The plant consumes 300-400 carloads of coal and oil per week.

The "Coal Train" climbs from nine feet above sea level outside Pavonia yard in Camden, and peaks at 160 feet above sea level in Albion, NJ before returning to near sea level at Beesley's Point on Great Egg Harbor.

Local freights run only as far east as Winslow Junction on the Beesley's Point Secondary Track. One of the few purposes left for the 30 or so miles of Beesley's Point Secondary Track south of Folsom, NJ is to link the electric generating station with the outside world and its sources of fuel. The Beesley's Point Secondary Track was at one time part of the Reading's system of seashore trackage in New Jersey. During the 1890s, it was the backbone for passenger service between Camden, Ocean City and Cape May.

Trackage into Beesley's Point and the B.L. England power plant is an extension off the Ocean City Branch east of Tuckahoe. This trackage was constructed in the early 1960s, and the long fuel trains have survived the end of the Reading and the Pennsylvania-Reading Seashore Lines, and will now outlast Conrail as well. This train is one of the few things related to South Jersey railroading which has remained a constant.

The power plant at Beesley's Point has the ability to burn either coal or oil. Presently, CSX unit coal trains dominate Beesley's Point Extras. Until recently, the train has been elusive and difficult to observe, sometimes even running at night. Conrail currently schedules a train, WPCA20, five days a week for movements of fuel to Beesley's Point. The train's pattern has been to run loaded coal cars on Tuesdays and Thursdays, with crews running light back from Beesley's to Camden after delivering a loaded train. Light engines are dispatched on Mondays, Wednesdays and Fridays in the mid-afternoon to retrieve the empties from the power plant. CA-20 is usually called south from CP-Brown in Camden between 2:00-3:00 p.m, with the same symbol used for both loaded and empty trains.

Extras now operate on the weekends, but they can run at any time. It is likely a string of coal cars will be spotted at the mile long siding at Milmay, NJ where the Beesley's Point Secondary Track parallels county route 557 for several miles.

A wide array of Conrail motive power has been seen on the coal trains, ranging from GP-15s to high-tech high-horsepower SD-60M wide cabs and GE C40-8Ws. Any number of units can be

seen. Since Pavonia yard in Camden hosts a number of road switchers and Geeps, a shortage of high horsepower engines will be made up with whatever is available. A GP-15 may be mated with GP-38s. A pair of SD-40-2 may also be seen. Most remarkable is the fact that a loaded coal train may be pulled down to Beesley's with four Geeps averaging about 8-10,000 horsepower while empty trains are generally pulled by the newer, higher horsepower engines. One notable lashup included a C40-8W coupled to a SD60M and another SD60 pulling 75 empty cars.

The line runs catty-corner to most roads between Winslow Junction and Milmay, and following a train in this area is best accomplished with a good County road map or Topos. Track speed is mostly 25 mph to just north of Tuckahoe, after which it is 10 mph for the remainder of the run on the Ocean City Branch (Conrail Beesley's Point Industrial Track) through Petersburg and on the Palermo Industrial Track into the power plant. Train crews utilize Conrail Road Channel 2 (AAR Channel 64, 161.070 MHz) with radio repeaters at Winslow Junction and Tuckahoe.

From Milmay south (railroad east), side-of-the-road running continues for nine miles alongside Atlantic County Route 557. Through Dorothy, the rail line runs in a median with roads on either side and frequent crossings.

Route 557 will lead directly to the depot in Tuckahoe, while NJ Route 49, a quarter mile to the north, crosses the tracks on an overpass and offers a well lit shot of a westbound in summer evenings.

Route 50 follows the tracks south (east) of Tuckahoe, passing through Petersburg. After passing the Conrail Cedar Swamp Creek bridge (adjacent to Route 50)the Ocean City Branch (Beesley's Point Industrial Track) veers away from the road, and the Palermo Industrial Track in turn diverges from the Beesley's Point Industrial Track at an inaccessible location east of US Route 9.

Tuckahoe Road east from Petersburg, or US Route 9 north from the intersection of Route 50, will lead to Marmora and Beesley's Point, where the tracks skirt a residential area with several crossings. Train speed here is 10 mph, but some advance scouting may yield some additional photo angles to your liking.

ABOVE: WPCA-20 with a consist of empty coal cars passes through Tuckahoe, NJ in June 1997. The three-unit widecab sonsist is viewed from the NJ Route 49 state highway bridge.

LEFT: A GP15-1 leads a GP38-2 on a Beesley's Point Extra past the south siding entrance to Winslow Junction on February 17, 1995. The siding is now used to interchange cars with the Southern Railroad of New Jersey, but once served as the PRSL's east-to-south connecting track for Ocean City and Cape May-bound passenger trains. Beesley's Point Extras to the power plant can consist of coal, oil, or both, since the plant has the ability to use either as fuel.

ABOVE: WPCA-20 is returning to Pavonia with a string of empty hoppers, passing the "Ancient and Honourable" Weymouth Township hall in June 1997.

LEFT: A LOADED WPCA-20 with an SD60M leading an SD40-2 and 75 cars passes through Williamstown Junction on August 19, 1997. The long siding track in foreground is the remnant of the PRSL double-track mainline to the seashore, now used as a run-around for local job WPCA-51, which serves the area five days a week.

With the future of Conrail coming to an end, it is unclear what will be found on runs of Beesley's Point Extras. Undoubtedly the time will come when CSX unit coal trains will be handled to Beesley's Point behind CSXT engines. How long the familiar Conrail blue engines will continue to dominate these trains is anyone's guess.

What is inevitable is that another page in southern New Jersey's long and colorful history of railroading is coming to a close.

ABOVE: A Beesley's Point Extra rides the bridge at Petersburg, NJ through the Great Cedar Swamp. The water crossing, adjacent to NJ Route 50, is frequented by recreational fishermen and crabbers, despite posted signs.

ABOVE: ANOTHER RURAL VIEW of a returning WPCA-20 with empties bound for Camden, seen passing through Estelle Manor, south of Dorothy, adjacent to Route 557, in June 1997.

ABOVE: An Extra arrives at the Milmay siding to pick up 75 loaded hoppers for delivery to the power plant on Great Egg Harbor. Two crewmen inspect the cars as the train pulls out of the siding, August 7, 1997. Power includes a GP15-1, GP38-2, and a pair of GP38s.

NJT Atlantic City Rail Line

Former CNJ Southern Division (Abandoned)

Beesley's Point Sec.

Winslow Junction

NJT Atlantic City Rail Line

Beesley's Point Sec. (former PRSL to Tuckahoe)

Milmay Siding

NJT Atlantic City Rail Line

ACE Power plant

Tuckahoe

Beesley's Point Industrial Track

Palermo Industrial Track

Trackage into Ocean City abandoned and removed

To Cape May Seashore Lines

To Cape May

ABOVE: LYCOMING VALLEY SW9 238 rolls through downtown Bloomsburg, PA on the North Shore RR (former DL&W Bloomsburg Branch) on Monday, October 13, 1997. The train is bound for Berwick, 10 miles to the east. Kodachrome/Michael T. Burkhart

BELOW: CLASSY OPERATION— Dick Robey's Lycoming Valley Railroad has begun painting its trio of Pittsburg & Shawmut SW9s. The 238 and 239 are seen at Newberry Yard in Williamsport on November 18, 1997, accompanied by North Shore RR SW8 366 in EL colors and P&S 1775, still in P&S red-white-blue. The LVRR operates Conrail's former Williamsport Cluster. Kodachrome/Mike Del Vecchio
Lumedyne and flash bulb lighting: Tim Moses, Ed Kaminski and Mike Del Vecchio

Allegheny Observer

Continued from page 23...

Oct. 26. The trip, sponsored by the Roanoke Chapter, NRHS, allowed passengers to disembark at Luray for a tour of the caverns or to continue on to Front Royal. The train turned on the wye at the Virginia Inland Port, just north of Front Royal. The same consist ran on a Roanoke—Bluefield round trip the day before. On Nov. 1 and 2, the Amtrak excursion set again operated on NS, on two trips from Salisbury, NC. On Saturday, Roanoke was the destination, with the northward trip over the Winston-Salem District, with the return via the Hurt Connection. On Sunday ,the trip made a round trip to Asheville, NC via the "Loops."

WV/VA Coal Report: CONSOL announced the forthcoming closure of the former Island Creek Coal Company's Virginia Pocahontas No.3 Mine. The large VP No.3 Mine is located at Vansant, VA and is served by NS's Richlands, VA to Devon, WV mainline as part of the Pocahontas Division. CONSOL claimed a depressed world market for metallurgical grade coal as the reason for closure. CONSOL continues to operate the Buchanan Mine, VP No.5, and VP No.8 Mines in the area, all loading on NS.

A.T. Massey has acquired the former coal properties belonging to National Steel's National Mines Corporation in McDowell County, WV. Included in the deal are 50 million tons of metallurgical-grade coal reserves and a preparation plant which Massey may use to enter the met coal marketing and supply business. The company has already started preliminary ground work evaluation for opening a new mine in the area. National Mines had been served by NS's Guyandot River Branch near Pineville, WV on former Virginian Railroad trackage.

A.T. Massey also recently purchased the United Coal Co., which finally opens up the state of Virginia to this rapidly growing company. The purchase includes the former Wellmore No. 8 Mine Complex near Big Rocks, and the Knox Creek Complex near Richlands. Wellmore No. 8 is located on NS's Levisa Branch, running north out of Weller Yard; while Knox Creek is located on the Tom Hill Branch off the Clinch Valley mainline.

BethEnergy, the mining subsidiary of Bethlehem Steel Corporation, has announced the sale of its High Power Mountain (HPM) Mining Company to A.T. Massey. High Power Mountain, which loaded its first unit train on October 14, 1985, is located in Nicholas County, WV near the community of Drennen, and is served by CR on the Jones Branch of the West Virginia Secondary. The HPM complex includes the surface mine, a large cleaning plant near the mine site with a capacity of 3-4 million tons per year, and a separate rail loadout complete with a loop track which can load a 130-car train in just over three hours. This move leaves BethEnergy with one lone operating mine, known as Eagle's Nest, located on CSX's West Fork Subdivision at Marnie in Southern West Virginia, which provides metallurgical grade coal for Bethlehem Steel's Burns Harbor Works. A.T. Massey, which now ranks as one of the top five coal production corporations in America, operates Appalachian mines in West Virginia, Virginia and Kentucky served by CSX and NS.

Johnstown America: Workers at JA's Johnstown railcar manufacturing rejected a tentative three year labor agreement between JA and the United Steelworkers of America. The parties had been working under the existing collective bargaining agreement, which expired on October 31. No strike date has been set. The facility, successor to Bethlehem's railcar business, employs 700 to 800 manufacturing workers. Besides complete cars (mostly coal gons of late) JA provides kits to CR's Hollidaysburg Car Shop for final assembly.

Gettysburg Ownership Shift: Delaware Transportation Group, Inc. (DTGI), a noncarrier, is acquiring trackage of the Gettysburg Ry. (Gettysburg–Mt. Holly Springs) from the Delaware Valley Railway Company, Inc. The transaction is related to two simultaneous transactions in which John H. Marino will continue in control of DTGI, upon its becoming a Class III rail carrier, and Gettysburg Railway Company will lease and operate the lines being acquired by DTGI.

Industrial Units on the Move: Spotted in Grafton and Cumberland recently were two slug pairs (previously in service for Rauer Coal on the Cowen Subdivision, south of Grafton), en route to Larry's Truck and Electric in Ohio:

- LTE 108 SW7 nee Conemaugh & Black Lick
- LTE 98 slug nee CRANDIC (Cedar Rapids & Iowa City) 97B
- LTE 109 SW7 nee C&BL
- LTE 110 slug (Baldwin?) ancestry unknown

Northern Central's Latest Alco Arrives: The Northern Central Railway (New Freedom, PA) leased Alco RS-36 5019 is now on the property. The unit is in Delaware Lackawanna markings (D&H colors), and joins the NC's other Alcos, a privately-owned RSD-5 and FPA-4.

Hagerstown Roundhouse Museum: The HRM is the ex–Western Maryland Railway roundhouse and heavy shops in Hagerstown. CSX currently owns the site but is due to sell it to the HRM which will preserve and develop this important piece of 'Wild Mary' history. The main piece is a 25 stall roundhouse with turntable; both of which need a lot of work to get them back to working order. There are many other buildings on the 37-acre site as well as over 250 pieces of WM equipment. Locomotives on hand include West Penn Power EMD Model 40 switcher 101, and two Army MRS1s, 2044 and 2052. HRM has cosmetically restored them and they will transfer to the Wilmington and Western in the Spring. Museum Hours are Friday–Sunday, 1:00-:5:00 p.m.

Steam in Staunton: Jack Showalter's 1286 and two cars backed out, under steam, onto the CSX main line in Staunton on Oct. 30. The move was part of the filming of a Hallmark Special titled "Love Letters." For the Civil War-era production, the steamer was outfitted with a wood burner's diamond stack and a red pilot. The train made several trips past the station in Staunton as crews filmed the arrival and departure scenes. "Love Letters" will air in February, 1998.

R. J. Corman Expands Eastward: R. J. Corman, who operates a maze of ex-CR (PRR and NYC) branches in central PA, has expanded eastward with acquisition of CR's Cornwall Industrial Track and a portion of the Lebanon Industrial Track (about 3.5 miles in total) in Lebanon County, PA. The new operation will be operated under the aegis of R. J. Corman Railroad Co./Allentown Lines.

Thanks to Kevin Burkholder, Joe Jack, Bill Larduskey, Stephen J. Panopoulos, Rudy Volin, Pat Stakem, Alex Lang, Robby Vaughn, Al Tuner, Matt Robertson, Paul A. Wilson and John Krattinger for their contributions.

Please send contributions from Central Pennsylvania, and all of WV-MD-VA, to Lee Gregory, 539 Sandrae Drive, Pittsburgh, PA 15243, or e-mail to **pvsz79a@prodigy.com**

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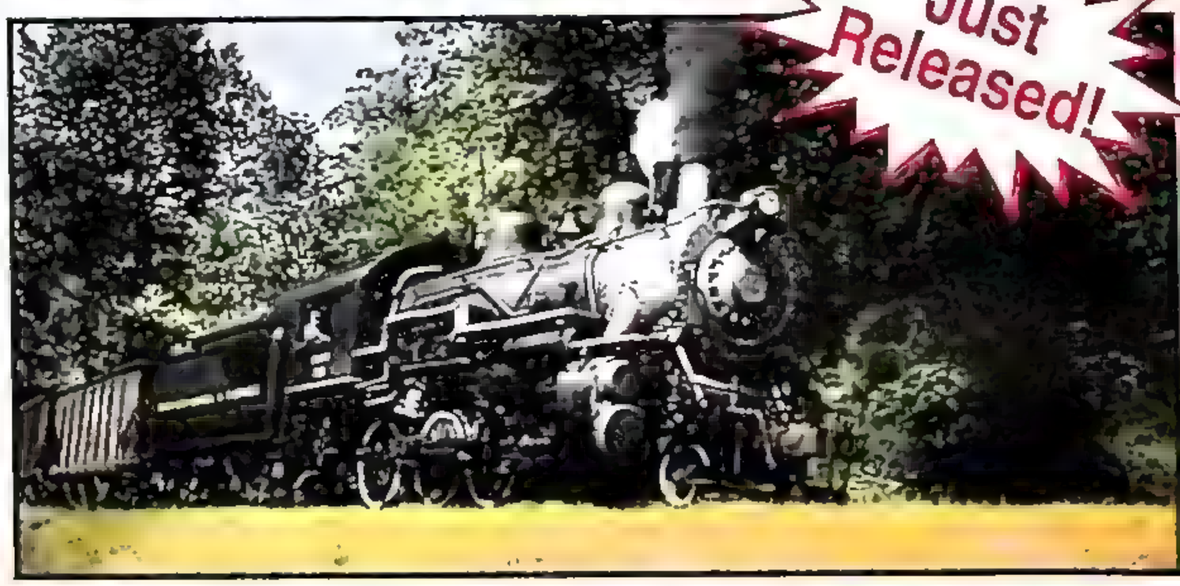

Penn Valley Pictures is proud to announce another new release. "Steam in the South". This all color video takes you back to the last steam operations in the south. You will see the Virginia Blue Ridge railroad's steam powered freight trains in both summer and winter. Then we watch the E.J. Lavino company shuttle cars around their Lynchburg, VA area steel mill with small steam tank locomotives. Next, we visit the just opened three foot guage Tweetsie Railroad near Blowing Rock, NC. Here we see ex-WP&Y Mikado 190 working the new tourist line hauling trains over tres-tles and through a deep cut. Then, it is on to the Stone Mountain Railroad in GA. Watch Stone Mountain's beautiful pair of 4-4-0 American type locomotives operate push-pull around the uncompleted Stone Mountain loop during the tourist railroad's early days. Moving on, you will see the newly completed Rebel Railroad at Pigeon Forge, TN. Also using ex-WP&Y Mikados, you will see the Rebel Railroad operations in the park's early days. We then visit the standard guage operations of the East Tennessee & Western North Carolina Railroad. Famous in the 1960's for their immaculate 2-8-0's, you will see freight operations on this beautiful short line. Finally, we visit the last great steam railroad show of the South, the Buffalo Creek & Gauley in rural Clay County, WV. Some of the best historic scenes ever filmed show this rural coal hauler in its last days.

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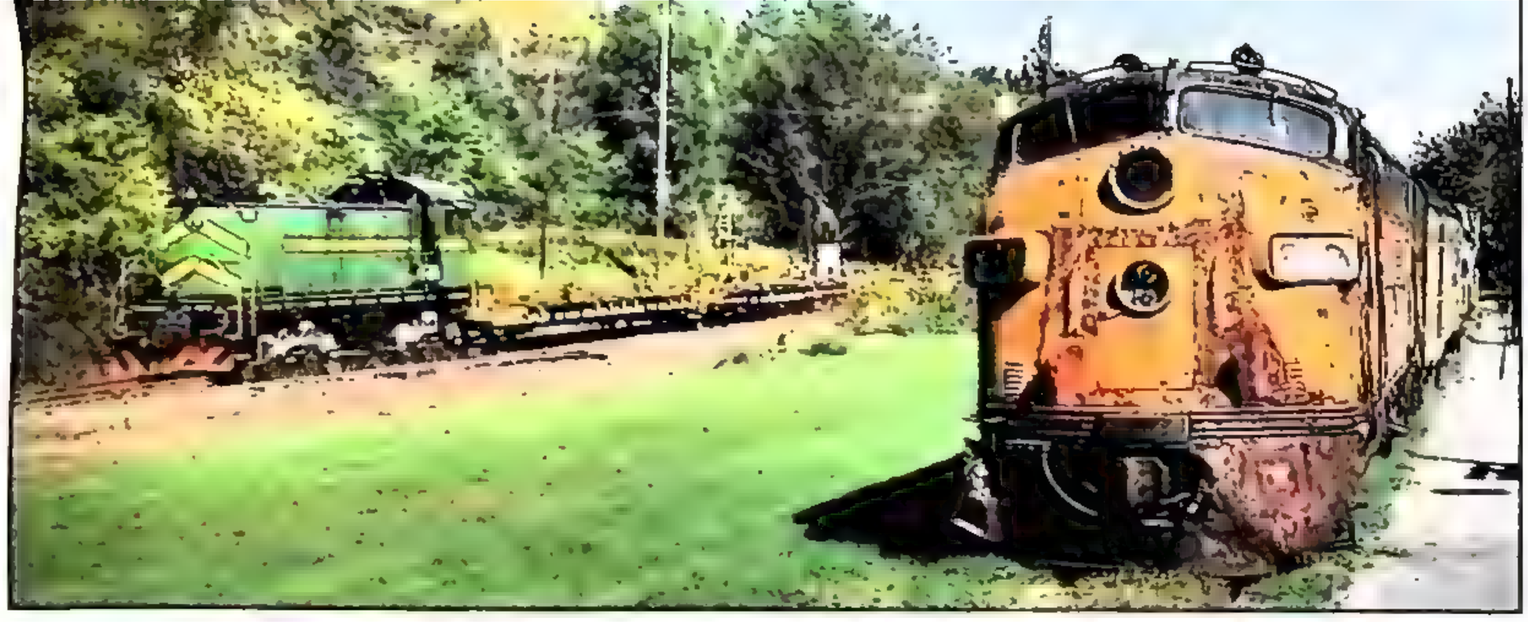

LEFT: ISS RAIL in New Castle, PA has acquired ex-Milwaukee Road F7A 82A. The unit is out of service and stored in Mahoningtown, PA, along with a passenger car and two cabooses. It is seen here being passed by ISS Rail S2 3003, which is hauling rebuilt TTX flatcars to the Conrail interchange, October 20, 1997. Kodachrome/Richard Borkowski Jr.

BELOW LEFT: OHIO CENTRAL operated a steam train from Newark to Dennison, OH and return on October 4-5, 1997. The trip ran with steam from Newark to Dennison, with diesel power on the return trips. Here we see dripping-fresh GP40 6847 leading the return trip through West Lafayette, OH, October 5, 1997. Kodachrome/Todd Novak

Lake Shore News

edited by
Steve Gerbracht

CSX

Expansion Update: CSX is rapidly continuing its massive expansion project on the former B&O route between Greenwich, Ohio, and Chicago, Illinois. During the first two weeks of November crews were expected to improve 38 miles of track across northern Indiana. Included in this "northern Indiana phase" of the project is a 16-mile segment between Avilla and Kimmell and a 22-mile segment between Portage and Wellsboro. The work involves surfacing and drainage improvements to the existing line.

Maintenance crews also are scheduled to reconstruct fifteen grade crossings. Installation of the second main line is almost complete in DeKalb and Noble counties, and expansion of the yards at Garrett is under way.

In northern Ohio work is also progressing quickly. The I&O interchange track at Hamler has been completed and is now in service. The diamond

LEFT: DRAWBRIDGE— The CSX local which runs out of Newark to Cambridge, OH on the old B&O crosses the Muskingum River and a canal which bypasses a dam, at Zanesville, OH. The span over the canal is a short jackknife lift bridge, seen here at 2:30 p.m. on October 31, 1997.
Fujichrome Sensia II/Andrew Smith

BELOW LEFT: PITTSBURGH INDUSTRIAL RR GP7u 2130 leads a loaded train south into Arden, PA on October 18, 1997, near the end of the line. Train is passing MP 20 and will switch the Greif Brothers container plant there.
Kodachrome/Todd V. Wagner

BELOW: R.J. CORMAN Geeps 1806 and 1737 are seen parked on the former PRR main at Greenville, OH, October 11, 1997. Corman is now operating this former Conrail branch between Ansonia and Greenville, approximately 9 miles. The line connects with Conrail's Indianapolis main at Ansonia.
Kodachrome/Bill Haines

RIGHT: [illegible]TERN VISITORS— Westbound Conail train BUEL-6 s[illegible] the southern shore of Sandusky Bay, just west of Sandusky, Ohio, at 5:35 p m September 6, 1997. Burlington Northern SD70MACs are surprise sole power this day. The BN units are regularly assigned to Powder River Basin coal service.

BELOW RIGHT: TOWER VIEW— Eastbound Conrail train COBU-8 (Columbus-Buffalo) is seen passing the former Big Four tower at Grafton, Ohio, southwest of Cleveland, in September 1997. The tower has been out of service for years, and the diamond crossing Conrail's Columbus Line and CSX's ex-B&O CL&W Subdivision is remoted. The tower is owned by the City of Grafton, and is slated to be moved away from the right-of-way, as CSX is re-double tracking its Columbus Line between Berea and Greenwich in anticipation of traffic growth following the Conrail spilt-up.

Two Kodachromes/Terry Chicwak

for the second main at the I&O crossing at Hamler has not yet been installed. New concrete signal bases are sprouting up along the line, and much of the basic wiring for the signals has been completed. New signals are also beginning to be installed in the Hamler area. Unfortunately, the new signals are not classic B&O position lights but instead modern tri-light signals.

Seeing the Light: CSX began work to daylight Pittsburgh's J&L Tunnel in mid-November. The line will be converted to double track after the daylighting is completed. CSX has already installed a short siding at Becks Run, which will soon become part of the second track. This location has consistently been a bottleneck for CSX traffic, and occasional accidents have made the tunnel even more notorious.

Patriotic Pig Trains: C40-8W 7812, still painted in the "Spirit of America" scheme designed for the George Bush campaign train sev-

Lake Shore News continued on page 33...

Keep On Truckin'

The annual Nickel Plate Road Historical & Technical Society Convention was held at Bellevue, OH October 3–5, 1997, hosted by the Mad River & NKP Railroad Museum, which owns a 1935 Mack REA truck and a 35-foot NKP piggyback trailer. The 1959 GMC Cannonball tractor and and the 1946 Chevy NKP pickup are owned by James M. Semon.

RIGHT: Southbound NS 7083 passes the Mad River & NKP RR Museum grounds on the former W&LE main from Toldeo, where the NKP piggyback trailer was spotted anticipating a "meet."

BELOW: The Museum's 1935 Mack Railway Express truck was recently restored REA Nation-Wide billboard advertising.

BELOW RIGHT: 1946 Chevrolet 1/2 ton pickup is posed in front of the Museum display building.

Three Kodachromes/James M. Semon

LEFT: AMTRAK F40PH 315 and the CalTrain cars were parked at Norfolk Southern's East 55th Street yard after arriving in Cleveland from Chicago. The train is seen illuminated on Sunday night, November 9, the day before the demonstration runs over NS.

Flash lighting by Terry Chicwak and Dennis Nehrenz.
Kodachrome/Jerry W. Jordak

Northeast Ohio Commuter Rail Preview
by Jerry W. Jordak

THE LAST COMMUTER TRAIN to operate into Cleveland, Ohio, was a daily round trip on the Erie Lackawanna from Youngstown. After the Conrail merger, the train operated almost a year, with few riders, before it was dropped on January 14, 1977. Twenty years later, history was made in Cleveland on November 10, 1997, when commuter passenger trains operated into the city once again.

Well, sort of.

ABOVE: IN DRIVING SNOW, CalTrain cab control car 4016 leads the first eastbound train into Painesville over Conrail's Chicago Line on Wednesday, November 12, at 9:50 a.m., twenty minutes late.
Kodachrome/Jerry W. Jordak

BELOW: AMTRAK F40PH 315 and the CalTrain cars are stopped at the Painesville station as passengers board the train. The station was originally built by the Lake Shore & Michigan Southern Railway, a New York Central subsidiary.
Kodachrome/Jerry W. Jordak

Four northern Ohio transit authorities— the Greater Cleveland Regional Transit Authority (RTA), Lorain Port Authority, Lorain County Transit, and LAKETRAN, representing Cuyahoga, Lorain, and Lake Counties, partnered with Amtrak to operate the Northeast Ohio Commuter Rail Preview. Using an Amtrak locomotive and cars borrowed from the California Department of Transportation (CalTrans), trains were operated over Norfolk Southern between Cleveland and Lorain, 25 miles to the west, and over Conrail to Madison, 40 miles to the east. The purpose was to demonstrate the feasibility of commuter rail in Cleveland and to highlight two proposed routes for the service. The trains were initially to be an invitation-only event for local politicians and officials, but when it became obvious that the trains would be running mostly empty, they were opened up to the public. As a result, a combination of politicians, transit officials, railfans, and the public got to ride and see what the transportation future could hold for the greater Cleveland area.

One locomotive and two cars made up the equipment for the train. Amtrak F40PH 315 was operated in push-pull mode with the locomotive facing west at all times. Two bi-level commuter cars, coach 3811 and cab control car 4016, were borrowed from CalTrans, which operates the CalTrain commuter service between San Francisco and San Jose, California. This equipment arrived on Friday, November 8, on the rear of Amtrak train #48, the eastbound *Lake Shore Limited*, and was delivered by Conrail to NS, which stored the train at its East 55th Street yard over the weekend.

The event began under dark and cloudy skies on Monday, November 10, with two round-trip runs between the west side of Cleveland and Lorain over NS's former Nickel Plate main line. Trains originated in Cleveland at the spur at West 110th Street and Detroit Avenue. After a press briefing and program by local politicians and RTA General Manager Ronald Tober, the first train, symboled 041 by NS, headed west at 9:00 a.m., running through Lakewood and Rocky River. After making a stop at Bassett Road on the border of Bay Village and Westlake, the train continued west through Avon Lake and Sheffield Lake, and arrived at Lorain, where local politicians spoke. Following a half-hour layover, the train returned eastbound, and after another stop at Bassett Road, returned to West 110th Street. The second trip left a half hour later.

Commuter story continues on page 47...

eral years back, has made several trips on Lake Shore region trailer trains. The unit was seen on November 20 leading Q137. It had run east two days before on the point of Q136.

PITTSBURGH AREA TRANSIT

Pittsburgh's Port Authority Transit (PAT) still has five serviceable PCCs on its roster. The 47D Drake service, which seldom requires more than one car, utilizes car 4007, 4008, or 4009. Recently, car 4007 has covered most of this operation. Car 4004 is held in reserve after undergoing rehabilitation work and repainting. It has not yet seen operation since rebuilding. Car 4001 is also in service, but is no longer equipped with seats. It is used to remove ice from the trolley wire during occasional Pittsburgh ice storms. The car has two pantographs, with the forward pantograph fitted as a sleet cutter. The car number was recently removed from the 4001, and it may soon appear with an "M" number, a carryover from Pittsburgh Railways' practice of designating "Miscellaneous"

During November, an outside contractor began scrapping 30 PCCs at PAT's South Hills Village shops. These include nineteen derelict 1700-series cars, none of which have seen service since 1988. Many of these were severely cannibalized or damaged. The other eleven cars include seven of the 4000s and the four 1700-series cars rebuilt in 1989 (without the new body structure of the 4000s). The scrapper hopes to resell several of the cars intact. Although the 4000-series cars did reuse some upper body parts of 1700-series all-electric PCCs (St. Louis, 1948/49) they are virtually all new from the window sills down. With the rebuilding of the 47L Library line to accommodate the 55-car LRV fleet, most of the 4000-series cars have been surplus for some time.

Demolition work began in October on the portion of the PAT rail system known as the "Valley Line," the former Pittsburgh Railways Route 37 Shannon which runs parallel to State Route 51 for about five miles between South Hills Junction and Castle Shannon. The three elderly trestles on the line were first to be removed. This portion of the system will eventually be rebuilt and returned to service as part of the Phase Two development of the PAT light rail system. A group of 25 to 30 single unit cars is planned as part of this project. If funding can be arranged, the aim is to return this line to operation in the year 2001.

By agreement with PAT, the Pennsylvania Trolley Museum in Washington, PA, has salvage rights to certain Valley Line equipment that PAT no longer needs. Museum volunteers are removing essentially the entire 1928-vintage signal system, some trolley wire fittings, DC power distribution equipment, and most importantly, a number of track components including switches, girder rail, and parts unique to the 62.5" track gauge. This material is crucial to the museum's expansion plans, which include a new $4.5 million visitors facility and storage buildings for the museum's fleet of more than forty historic trolleys. In addition to broad gauge trolleys, the museum also has a small collection of standard gauge railroad equipment, including an operational 1930 Westinghouse semi-boxcab diesel. Donated in 1970 by Armco Steel, the rare unit was recently repainted as Armco B-73. Information on the museum can be found on the Internet at the Museum's website: www.pa-trolley.org.

The Valley Line began life in 1871 as the steam-powered, 40" gauge coal hauler, Pittsburgh & Castle Shannon RR. The line later provided transportation for both passengers and coal which reached Pittsburgh by a series of inclined planes connecting the terminus of the line, near the present South Hills Junction, with Carson Street on Pittsburgh's South Side.

Pittsburgh Railways acquired the right of way in 1905 and for four years the right-of-way was shared by broad-gauge trolleys and narrow-gauge steam trains. Pennsylvania Trolley Museum volunteers have found a number of pieces of 30 and 40 lb./yd. rail still in place as guard rails, dating from the P&CS era. A section with a nicely preserved mill mark dating from August 1879 was salvaged near Oak Trestle for display at the museum. Before removal, the rail was next to running rail dating from 1979— a mere century difference in age.

General Electric Transportation Systems

Armour Yellow: General Electric Transportation Systems continued deliveries of three different orders of locomotives through the end of 1997. Union Pacific finished delivery of its latest order of C44ACs in early December. The 21 units are similar to the 150 AC4400CWs delivered this summer. One small change was the slight redesign of the plastic dome on the cab roof covering the multitude of antennas. While previously rounded, the covering is more boxy with beveled corners.

Due to an increasingly confined numbering system, this latest order is numbered between groups of AC Convertibles on the UP roster. 7080-7100 were delivered to Conrail for shipment west on freight and multi-level trains (most commonly BUEL), generally after traveling east to Buffalo. Upon arrival in Elkhart, the units were put on UP-bound freights such as ELPR. This brings the total 1997 production of these armour yellow brutes to 181 (or 2.5% of the total roster.)

North of the Border: Canadian deliveries are also continuing at a rapid pace. The parade of CP AC4400CWs continues east over NS to Buffalo, with units tending to be delivered in groups of six or more to facilitate procedures at customs. The first of the new units are now in service in the western provinces, with continued new arrivals being set-up in Toronto for the trip west. Delivery of this 101-unit order will continue through the winter into 1998.

These deliveries are part of Canadian Pacific's $670-million plan to acquire 261 AC-powered units by the end of 1999. According to CP press releases, 101 units are expected for delivery in 1997, 140 additional units are in the books for 1998, and a smaller group of 20 units will be purchased in 1999. These totals include locomotives from both General Electric Transportation Systems and GM.

Canadian Pacific believes advanced traction capabilities will allow a three-for-five replacement in bulk service and a two-for-three replacement on hot intermodal trains. Although the railroad plans to utilize the first portion of the order in western Canada, units delivered in 1998 and 1999 are expected to be put into transcontinental fast-freight/intermodal service and cross-border freight service between western Canada and Chicago. With the arrival of the new power, CP will have effectively renewed 40% of its high-horsepower road fleet, helping to reduce the average age of its fleet from 23 years to 16 years. A "peak-demand" fleet, to be created from some of the units being displaced by the new AC power, will help eliminate the need for short-term leasing.

Not to be outdone, Canadian National is also taking delivery of new power. While SD75I deliveries have been continuing for several months, GETS began delivering the first of the 80 unit order for C44-9Ws in early November. The units, numbered 2523 to 2602, differ once again in nose configuration. The windshields are now two larger five-sided panes that fit the contours of the new nose which more closely matches the conventional U.S. design than the various Canadian contours of the past two orders.

Norfolk Southern

Nickel Plate Expansion: Norfolk Southern has begun to upgrade the eastern end of its former Nickel Plate line between Bellevue and Buffalo in preparation for traffic increases with the Conrail merger. The railroad is considering replacement of the numerous sidings removed in the mid-1980s. Work has already begun on a siding at Derby, NY, which will run between North Creek Rd (MP 15.7) to Sturgeon Point Rd. (MP 18.1). Switches and signals are in place, although they are not yet operational. As of mid-November, ten car lengths of track were in place at the east end of the siding. The siding at Angola is also expected to be expanded westward past Cain Road, giving NS three sidings within the 35 miles west of Buffalo. Additional expansion to the west is also expected.

Due to the decrease of traffic in the early 1980s, NS removed over half a dozen sidings between Conneaut and Buffalo alone. This arrangement worked well until traffic began to increase in the early 1990s. Today, trains are often held in sidings for opposing traffic that can be up to an hour away. With even more traffic expected over the next few years, NS is again beginning to expand the former Nickel Plate.

CONRAIL

Oops: At 10:30 a.m. on Saturday, November 15, 1997, Conrail train ELPI-5B went into emergency at milepost 267 on the Chicago Line, 20 miles east of Toledo, Ohio. Power was SD80MACs 4123 and 4121 with GP15-1 1668 dead-in-tow. The train consisted of 74 loads and 41 empties, totaling 9,822 tons, with a length of 6,686 feet. The train derailed a total of seventeen cars (the 90th through 106th head cars) between milepost 268 and 267, fouling both main tracks. The cause was attributed to a burned off journal on car NATX 16622.

Add One to the List: Quaker Tower, located at the west end of Collinwood Yard in Cleveland, closed during the third week of November. The junction was transferred to the Conrail Cleveland East Dispatcher in Dearborn during the evening of November 17. Conrail kept a operator or an employee from the signal department on hand until November 20 or 21 to facilitate a smooth transition to automated control of the site. The location is now designated as CP Quaker.

With Quaker assimilated into Conrail's dispatching system the signal crews are moving west to remote Toledo's Nasby Tower. After Nasby is complete, the crews will reportedly finish Berea Tower and set up the Cleveland Line for cab signaling. Berea had some signal work completed last year, so remoting might not take long. Get your pictures now!

INDIANA & OHIO

Going, Going: The Indiana and Ohio Central Railroad has filed to abandon 5.6 miles of track between Glen Echo (milepost 123.86) and Springfield, Ohio (milepost 129.46). This line was leased to IOCR by the West Central Ohio Port Authority.

We Want Rights! The Indiana & Ohio has requested trackage rights over numerous NS, CR, and CSX lines as a condition of approval of the Conrail merger proceedings. If the merger is finalized, the I&O will operate over the following lines:

- CSX between Norwood and Washington Court House (65 miles) to link all of I&O's Cincinnati operations with the Greenfield line and DT&I South Subdivision.
- NS/CR between Monroe and Middletown (5 miles) to access the Mason line from the Conrail mainline.
- NS/CR between Springfield (CP182) and Columbus (43.3 miles) to access the Logan Subdivision.

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Naugy At Night

The Jersey Central Chapter NRHS hosted a mixed train on the Naugatuck Railroad November 1, 1997. Despite torrential rain, there were several photo stops, along with night photo sessions at Thomaston and Waterville, CT.

RIGHT: New Haven Railroad RS3 529 and a magnificently restored Maine Central 40-foot boxcar are posed on the American Pin Company siding at Waterville.
Kodachrome/Carl Perelman.

BELOW: ROLLERS! At the Thomaston station, local police noticed flashes of light while crossing the nearby overpass and stopped to investigate. After discovering a "night photo shoot" in progress, the officer was invited to pose his cruiser in the photo. Kodachrome/Mitchell Dakelman

BELOW RIGHT: Naugatuck conductor Bob Perol is on the rear of Bob Hart's restored Bangor & Aroostook caboose at Thomaston. Kodachrome/Carl Perelman

Lumedyne night lighting by Frank Etzel, Fred Jones, Kermit Geary Jr., and John Tully.

ABOVE: DANBURY RAILWAY MUSEUM's Danbury-Poughkeepsie excursion train is seen on its return leg at Beacon, NY, crossing the Hudson Line on the Beacon Line overpass, October 18, 1997. Note super-maintained Metro-North right of way below, utilized by Metro North, Amtrak and Conrail.
Kodacolor print/Jim Moseman

News from Southern New England

edited by
George Fletcher

PROVIDENCE & WORCESTER

A Record Third Quarter: Providence & Worcester announced dramatic improvements in its 1997 third quarter financial results versus the year-ago quarter. Third quarter revenue rose 14%, from $5.327 million in 1996 to $6.055 million in 1997, while operating profit nearly tripled, from $651,000 in 1996 to $1.721 million in 1997. For the year to date, revenues increased by nearly $2 million, from $14.8 million in 1996 to $16.7 million for 1997. The strong earnings can be largely chalked up to the increases in aggregate traffic the P&W is experiencing (up 23% versus 1996 figures), along with increased volume in scrap metal, chemicals and waste paper.

Long Island Update: For most of the season, P&W stone trains to and from Long Island settled into a pattern of twice-weekly operation. Train CHFP (Cedar Hill to Fresh Pond) would typically leave New Haven around 8:00 p.m. on Monday

ABOVE: OLD AND NEW— A pair of MBTA locomotives, representing the old and the new, share space at the T's Service & Inspection Facility at Southampton Street in Boston, MA, October 11, 1997. GP40MC 1130, foreground, wears the newest T livery; compare with F40PH 1053, in background.

Kodachrome/Robert A. LaMay

ABOVE LEFT: PASSING THROUGH? New England Southern GP10 566 (ex-CR 7566) marks time with two MBTA GP40MCs (1135/1117) behind the new Boston Engine Terminal in Somerville, MA. The Geep was leased to one of the contractors for the new Old Colony lines this fall. Mission completed, it was brought to Boston November 2, and is expected to head home to New Hampshire.

Kodachrome/Dave Santos

LEFT: NEW *OLD COLONY LIMITED*— Hauled by new GP40MC 1129, and consisting of "new" rebuilt Pullman coaches and an MBB Control Car, MBTA train 013 has less than a mile to go before ending its day at Middleboro/Lakeville station. The train is seen passing through unactivated PILGRIM Interlocking in Middleboro, viewed from the south end of the yard, off the Route 28 bridge. Full service is began in late November. Kodachrome/Dave Santos

ABOVE: UNCERTAIN FUTURE— After sleeping away the past two years on the now-defunct Acton Branch, Bay Colony GE 44-tonner #411 was brought into Boston October 30, reportedly for consideration as shop switcher at MBTA's new Boston Engine Terminal. This did not work out, and the unit was sent back to Bay Colony on November 11, where it is seen at the old Yard 10 lead in Somerville, MA.

Kodachrome/Dave Santos

ABOVE RIGHT: LOOKING QUITE HANDSOME in fresh paint, Bay Colony CF7 2443 rests in the small yard at the GAF plant in Millis, MA, October 5, 1997.

Kodachrome/Paul Kranowski

RIGHT: THE FIRST RESTORED PRR X58A boxcar, No. 112432, is seen October 18 at the Danbury Railway Museum in Danbury, CT behind DRM's New Haven gondola and recently repainted "New Haven" RS1 0673 (ex-Green Mountain 400, *nee*-Illinois Terminal 753).

Fujichrome/Ron Freitag

and Thursday nights for the run to Long Island. The return trip, FPCH, was typically a daylight run on Tuesdays and Fridays, with more than a few lunch-time sightings in the Norwalk-Westport area.

Detours Continue: In another stone train related note, as of late November, symbol CT-2 (the trains to and from Tilcon in Danbury) continued to run via the New Haven Line and Danbury Branch on account of the derailment on the east end of the old Maybrook Line. The wreck occurred in August, and the track has yet to be repaired. According to some sources, there remains a dispute over who should pay for the track repair: Housatonic, the operator of the line; P&W, which has trackage rights on it; or the owner, the state of Connecticut. Since there's virtually no other traffic on the line besides the stone trains, which have a reasonable detour route, repair of the line doesn't seem to be a priority for any of the concerned parties.

CONRAIL

Boston Line Plans: While the Surface Transportation Board decision on the planned Conrail carve-up is awaited, CSX and NS have been busy detailing operating patterns for their post-merger systems. Of particular interest to Southern New England railfans is CSX's plans for the Boston Line. Traffic is expected to remain at current levels, with Conrail's alpha-numeric symbols remaining intact for merchandise trains, but intermodal and auto rack trains "TV" and "ML" (respectively) designations replaced with CSX's standard "Q" designation for such trains. Boston Line operations should look something like this:

New Symbol	Old Symbol	Endpoints
Intermodal Trains:		
Q109	TV-7	Boston to Bedford Park (via Fostoria)
Q110	TV-10B	Bedford Park/Chicago to Boston (via Fostoria)
Q113	TV-13	Boston to 59th St./Chicago (via Fostoria)
Q114	TV-14	59th St./Chicago to Boston (via Fostoria)
Q115	TV-5	Boston to E. St. Louis (via Indianapolis)
Q116	TV-6	E. St. Louis to Boston (via Indianapolis)
Q117	TV-99	Boston to Bedford Park/ Chicago (via Fostoria)
Q118	TV-8W	59th St./Chicago to Worcester (via Fostoria)
Q119	TV-9	Worcester to 59th St. Chicago (via Fostoria)
Q195	(new)	Boston to Atlanta (via River Line)
Q196	(new)	Atlanta to Boston (via River Line)
Automotive Trains:		
Q264	ML-482	Cleveland to Framingham (via Buffalo)
Q277	ML-433	Framingham to Sterling, MI (via Buffalo)
Q294	ML-438	W. Springfield to Ayer (via Worcester)
Q295	ML-439	Ayer to W. Springfield (via Worcester)

Merchandise Trains:
The following train symbols remain the same:

BOSE/SEBO SEFR/FRSE SENE/NESE.

Trains SESP and SPSE are extended from West Springfield to Worcester, and will be symbolled WOSE and SEWO. These trains will also replace the current SELA/LASE Guilford through trains, with traffic handed off to Guilford at Worcester.

Tourists in Bean Town: Foreign power spotted on the Boston Line this month includes a good helping of Union Pacific power. Seen in Beacon Park were NS SD70 2522 on November 3; UP SD60M 6362 on TV-6 on November 5; UP AC4400CW 7072 on November 6, heading out on TV-5; NS C40-9W 8851 and UP SD40-2 3329 on November 7; UP SD40-2 3329 on November 11; Santa Fe GP30 2771 and NS C39-8 8671 on November 18; and UP SD40-2 B4321 on November 20. Other units in town included *Ballast Express* C32-8s 6617 and 6618 on November 3, and 6619 on November 7. It's good to see the C32s back on home rails now and then.

HOUSATONIC

More Detours: P&W isn't the only railroad to detour around wreck damage on the Housatonic. On the morning of Tuesday, November 18, southbound Housatonic freight NX-12 derailed three cars and tore up about a half-mile of track in the village of Glendale, Massachusetts, north of Great Barrington. The incident closed down the railroad's main line for at least a week (it was still closed as this is written), and led to detour trains via the Hudson Line and the Beacon Line.

On the evening of Wednesday, November 19, Conrail retrieved the cars it had dropped at the Housatonic interchange in Pittsfield earlier in the day, hauling them back to Selkirk Yard. Additional cars for the Housatonic, meanwhile, continued to accumulate in Selkirk. On Thursday, November 20, Conrail dispatched an SEOP-X (Selkirk to Oak Point extra), with a whopping 85 cars for the Housatonic. The train left Selkirk at 10:52 a.m. with four B23-7's (1993, 1969, 1971, and 1913) for power. Despite its Oak Point symbol, the train ran only as far as Beacon, where the cars were delivered at 2:30 p.m. to waiting Housatonic power (a total of five units; four GP35s and the road's lone GP9), which had run light from New Milford to meet the Conrail extra. A Metro-North pilot was aboard the Housatonic power, since M-N owns the Beacon Line. The Conrail power returned light to Selkirk, while the Housatonic power set about to move the mammoth (by Connecticut rail freight standards) train. The entire train was brought to Hopewell Jct., where, on account of the tough grade over Stormville Mountain and the poor condition of the infrequently used line, 49 cars were dropped and the train continued east with 26 cars. The train reached Danbury around 7:00 p.m., where a crew change was made before the extra continued north on the Housatonic's own rails. Additional runs were expected on Friday, November 21, and Saturday, November 22, to complete the job. No word at this time on any additional runs from Selkirk with interchange traffic. This marks the first time freight trains have run over the Beacon Line since the early 90s, when Conrail removed through freights and subsequently sold the line.

CONNECTICUT SOUTHERN

CSO Spill: At 10:10 a.m. on October 26, Connecticut-bound Connecticut Southern road freight CSO-1 derailed five cars on Conrail's Boston Line at CP-99, the eastern throat of West Springfield yard. The incident occurred near the Union Street overpass. Three of the derailed cars were tankers loaded with formaldehyde. No chemical leaks were reported, and the mess was cleaned up by early the next morning, with trains easing through the site on yard track Number 4.

METRO-NORTH

Right On Time: System-wide on-time performance for 1997 (through November) was 96.7%, two-tenths of a percent better than the goal of 96.5%. During a recent week, Metro-North on-time performance for the individual lines was: Harlem Line, 96.3% on time; Hudson Line 95.9%; and the New Haven Line, 92.6%.

Rail Replacement Redux: The rail replacement project on the Danbury Branch continued through the fall, with the evening of November 18 seeing another rail train dropping new welded rail along the line. The train, consisting of 34 cars, was powered by Metro-North GP35Rs 102, 103, and 106, along with GP8 543. Rail was dropped during windows between passenger trains for much of the evening. It was a busy night on the branch: At around 12:10 a.m., after the rail train cleared, the P&W ballast train for Tilcon in Danbury was given permission to head up (see P&W item elsewhere in this column for more). The rail train was borrowed from Conrail.

For The Kids: Once again, Metro-North provided a little pre-holiday cheer for young cancer patients through the operation of *The Candy Cane Express* train. This year, the train operated with ConnDOT equipment and made a New Haven to South Norwalk round-trip with the children aboard on Sunday, December 7. To the delight of the youngsters, a special stop was made in Milford to pick up Santa Claus. As in past years, this trip was organized by Metro-North employee Geoff Beard and his wife Brenda. Kudos to Geoff and Brenda, and all of the Metro-North employees involved, for their generosity of time and spirit. That's what makes this time of year so special....

Thanks to the following for news and information this month: Jack Armstrong, Allen Brougham/ *The Bull Sheet*, George Chiasson Jr./*Narragansett Newsletter,* Paul Ernest, Max Fenig, Mark W. Gardner, Paul Goodrich, Bruce Hughes, Geoff Knees, Andy Kirk, John Krattinger/Conrail Technical Society, Mike O'Connor, Doug Scott, Bill Slinsky, Robert Underwood, Jesse Vallely, and Henry B. White. Best holiday wishes to all Railpace readers!

Please send all news to George Fletcher, 16 Edlie Ave. #2, East Norwalk, CT 06855-1214. E-mail to: **GFletch253@aol.com**. Plesae send slides directly to Railpace Newsmagazine at 210 Perrine Avenue, Piscataway, New Jersey 08854.

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Northern New England News

edited by Jack Armstrong

GUILFORD RAIL SYSTEM

TV-96 Jinx: At 6:00 p.m. on Halloween, TV-96 struck and killed a woman in a wheel chair about 200 yards west of the Lawrence, MA station. At 5:55 p.m. on November 4, TV-96 struck and killed a teenage girl on the Merrimack River Bridge in Haverhill/Bradford, MA. The girl was knocked into the river and died from her injuries. She and two others (unharmed) were using the bridge as a shortcut. Ironically, the same two units, B&M 333 and MEC 306, were involved in both incidents.

Lebanon Running Track Update: In mid-October, New Hampshire State Senator Jim Rubens met with Guilford officials to see if he could strike a deal with Guilford to return service to the Lebanon Running Track, the northern most three miles of the former Northern Main between White River Junction, VT and Lebanon, NH. Over the last several years several customers in the Lebanon area have been unsuccessful in persuading Guilford to return service the line, which has fallen into disrepair. It appears that Senator Rubens may have persuaded Guilford to finally sell the line, as Guilford has ordered a appraisal of the property and will offer it for sale to the state of New Hampshire.

Two other factors may also have persuaded Guilford to sell the property— the Connecticut River bridge is in poor condition, and the former B&M Westboro engine terminal is an environmental problem, due to oil contamination of the ground water.

Motive Power News: The last SD40, MEC 600, departed the property lettered HLCX 5055, via PODH on the evening of November 3. As of late November, the last "new" GP40, Helm 4052, had yet to arrive on the property.

Retired ST GP7 22, stored at East Deerfield for about a year, was sold to the East Penn Railroad in early November.

New Customer: Performance Corrugated Inc., opened a 135,000 square foot facility at the Devens Commerce Center, located on the deactivated former Fort Devens army base near Ayer, MA. Guilford expects to handle 400 boxcars of rolled pulp board annually from Louisiana and Georgia to the new plant, which makes three-sheet corrugated board paper.

MBTA

Newburyport Extension/Restoration Project: Completion of track and signal work is expected by the end of May 1998. Acceptance inspections to be done by end of June, and signal/crossing testing to start June-July. Train crew familiarization August/September, with completion of layover facility, final station construction by August, with service startup set for October 1998.

Boston Engine Terminal: The new Boston Engine Terminal will not open until February, although the contractor finished work in November. Tower H will not move until early 1998.

SHORTLINES

Bay Colony: On November 11, the former Acton Line unit, GE 44-ton 411, was moved from the MBTA yard at Somerville, MA to home rails at Needham Junction; however, at last report the unit was stored in the "front yard" at Southampton Street in Boston. The former U.S. Navy-Portsmouth Navy Yard 50-ton Porter 65-00328, which was also stored on the embargoed Acton Line, was moved to West Concord and loaded on a low-boy trailer for shipment to Utah.

Berkshire Scenic: Alco S-1 954, a coach, and a former Conrail/New Haven caboose stationed at the Westover Air Reserve Base at Chicopee Falls, MA since February 1990, have been moved back to BSRM headquarters at Lenox, MA. The train was used on the base to ferry visitors from parking areas to the main base during special events such as the annual Air Show.

Berlin Mills: November 3 was the last day of operation for Berlin Mills Railway; St. Lawrence & Atlantic took over operations the following day. SLR has leased the Berlin Mills Railway for 10 years, with an option to renew for five years. SLR estimates it will generate in excess of $700,000 in additional revenues per year from the transaction. SLR will make annual lease payments of $100,000, subject to escalation, and agreed to certain other conditions, including the maintenance of all track infrastructure. Operations remain basically the same, with SLR using Berlin Mills SW1s 731 and 741. Parts unit SW1 745 was scrapped early last fall.

Lamoille Valley: By the time you read this the State of Vermont will have obtained ownership of the Lamoille Valley. Late last year, the Massachusetts Institute of Technology issued a report warning that the LVRC is a prime candidate for abandonment. However, the report recommended that one last attempt be made to revive the railroad. The Vermont Transportation Agency will soon be taking proposals for the railroad, for such different purposes as excursion trains, converting the line to a recreational trail, or utilizing the right of way as a utility corridor.

Mass Central: Shore Line Locomotives has acquired MCER C425 4258. On November 28 the unit was at the Conrail interchange at Palmer, MA en route to Cape Cod Railroad at Hyannis, MA. While on MCER, the unit was used as a parts source to rebuild Alco C424 4243 and C425 4264.

New England Central: In early November, train crews on the NECR voted 19-12 to join the United Transportation Union. The workers cited low wages as one of the main reasons to unionize.

New England Southern: GP10 566 (ex-Conrail 7566) finally made it to home rails during the second week of November. Since being acquired last spring, NEGS 566 has spent all its time on sister road Quincy Bay Terminal, powering MBTA Old Colony work trains. The "new" Geep will be welcomed addition on the central New Hampshire shortline, which has operated for some time with only a single unit (GP18 503), as GP7 302 has long been out of service.

New Hampshire & Vermont: Although the St. Lawrence & Atlantic has applied to the Surface Transportation board to purchase a mile of NH&VT track in Groveton, NH to switch the Wassau paper mill, as of late November the NH&VT was still doing the switching.

Vermont Railway System: In mid-November, HATX GP40 410 was working the Clarendon & Pittsford Florence Job. Eventually, HATX 410 will become Green Mountain 302, but don't look for it to be repainted until spring. With the sale of GMRC GP9 1848 to the Black River & Western in early November, this leaves only three GMRC units on the roster: RS-1 405, GP9 1850, and GP9R 1851. Former GMRC S-4 305, now owned by Bombardier, made a visit to the North Walpole, NH shop in mid-November for engine work.

THE FLYING YANKEE

On display at the Edaville Railroad at South Carver, MA since it was retired in 1957, the former Boston & Maine "Flying Yankee" streamliner #6000 was purchased by Glen, NH businessman George Howard in October 1983. Original plans called for the train to be restored to operation on the stillborn Mountain Division Railroad. When those plans fell through, another scheme surfaced to transform the train into a restaurant which would replicate the rocking motion of a moving train, complete with passing scenery. However, those plans also fell through, and the train resides on a lot in Glen, receiving only a casual glance from passing tourists on adjacent Route 302. Last year, the train was sold to the state of New Hampshire for one dollar, with the condition that a nonprofit restoration group be set up to receive funds or replacement parts.

On November 18, New Hampshire National Guard units from Littleton and Hillsboro, together with "Diamond Jim Robinson" (a familiar name in moving railroad equipment in New England) began loading the train in preparation for the move the following day to the Claremont & Concord Railroad facility in Claremont Junction, NH, where the train will undergo a $1 million restoration. Donations of money or in-kind gifts may be sent to Flying Yankee Restoration Group Inc., P.O. Box 6000, Glen , NH 03838. The group hopes to have the "Flying Yankee" running for July 4, 2000.

MEC CALAIS BRANCH UPDATE

We earlier reported the possibility of a excursion line opening up on the former Maine Central Calais Branch in the vicinity of Machais. The line is now owned by the Maine Department of Transportation. Apparently, that operation never got off the ground, but MDOT still maintains the line and as recently as last fall, a railroad construction company was seen making repairs in Ellsworth.

A few years back, the line suffered considerable damage around Harrington after a logging concern drove its log skidders along the right of way. That company was assessed a hefty fine, and the MDOT repaired the damage. Not more than two to three years ago, the new Ellsworth High School was built on part of the right of way, severing the branch, but MDOT rebuilt the branch on a new alignment to pass behind the school.

There is a new port facility under construction in Eastport, and there is a big push to provide rail service to the port to make it more viable and to relieve some of the truck traffic through Eastport. This may well see restoration of the Calais Branch and the reconstruction of the Eastport Branch. However, the latter would have to overcome opposition from the Point Pleasant Indian Reservation, through which the branch traversed.

A a side note, an MEC PS-1 boxcar still remains along the Calais Branch near the Machais freight house, forgotten by the last clean up train!

New England Railroad Discussion List

Computer Fans, interested in sharing information on New England Railroads? Join the New England Railroad Discussion List, it's free! To subscribe just send an e-mail to LISTSERV@ZIP-CODE1.OFFICE.aol.com In the body of the message include a line: SUB NERAIL, your first name, your last name.

If you have any questions e-mail Gil Emery Jr., at gemery@tiac.net.

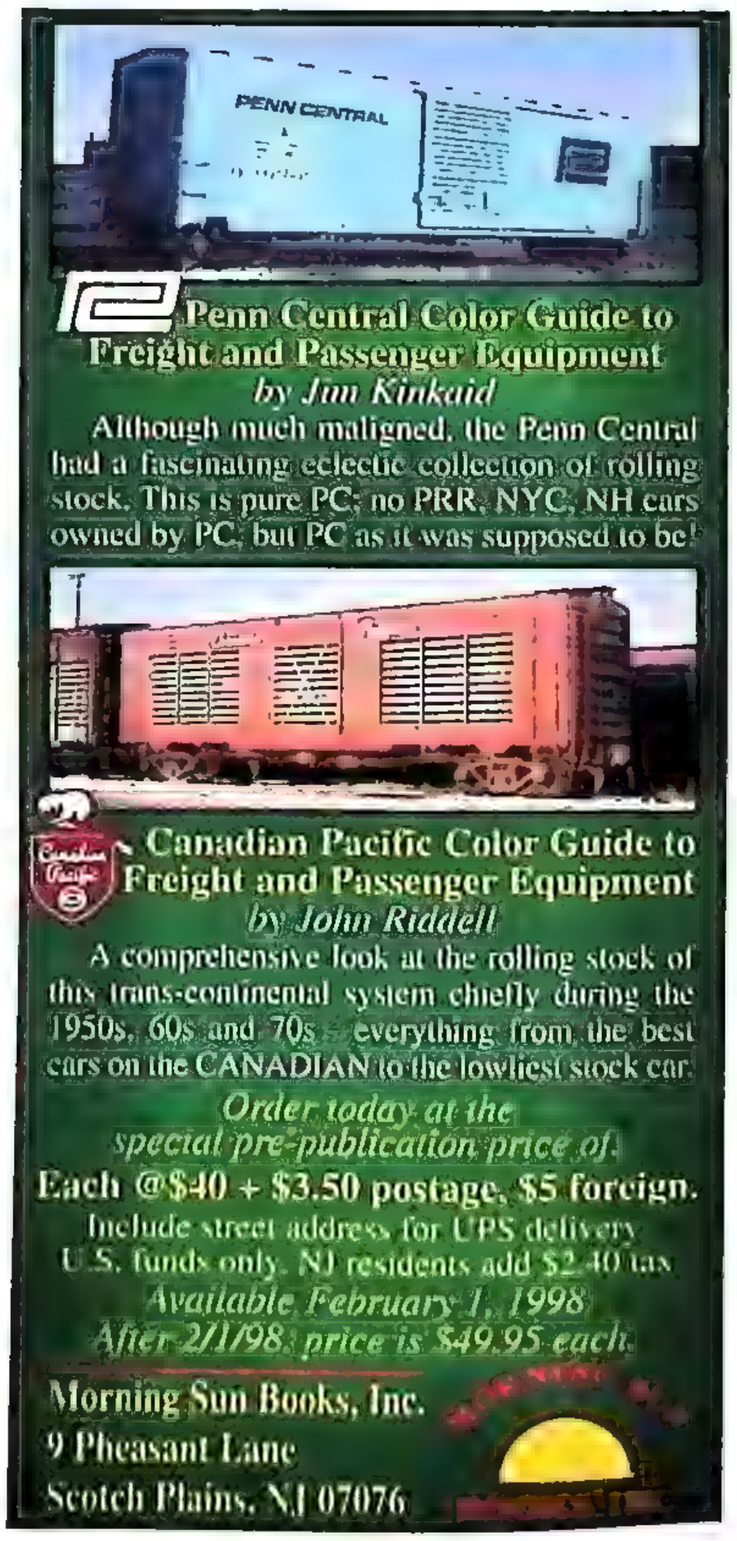
Thanks to the following who contributed to this month's column: Matt Baj, John Crowley, Gil Emery Jr., Paul Ernest, Dick Hughes, John Krattinger, Chris Lynch, Charles Mahan Jr., Dick McKay, Carl Perelman, John Scherer, *Guilford Xpress*, and the New England Railroad Discussion List

News and comments are always welcome at 4 Fisk Street, Adams, MA 01220-1804, or by E-mail at: **JArmstr214@aol.com**

ABOVE: THE CIRCUS IS COMING— Eastbound Ringling Brothers and Barnum & Bailey "Red Unit" circus train is seen at West Springfield Yard on October 8, 1997. Train is enroute to Boston.
Kodachrome/Paul Kranowski

LEFT: MORE NARROW GAUGE— Biddeford Station's latest acquisition for its Great Northern Narrow Gauge Railroad is this 2-foot gauge, 15-ton Plymouth diesel, seen September 27, 1997. The unit was built in 1978 for the Carpenter Technology steel plant in Reading, PA. Biddeford Station is located on U.S. Route 1 in Biddeford, Maine.
Kodacolor print/Roy Frendberg

ABOVE: NEWEST STATION IN VERMONT is located a short drive north of Bellows Falls on Route 5. This newly constructed full-scale replica of a Rutland standard-plan station houses Caboose Corner Hobbies. The shop sells model trains, books, railroadiana (and *Railpace*), and an HO scale model kit of the structure itself. Also on site is former Rutland caboose #36 in excellent condition.
Kodachrome/Gorge Dutka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RIGHT: ST. LUC ...RIETY— The St. Lawrence & Hudson (former CP Rail) St. Luc shop and engine facility west of Montreal still hosts an interesting array of power, witness this chop-nose RS18 and **BELOW RIGHT:** Leased HATX Geep, both seen November 13, 1997.

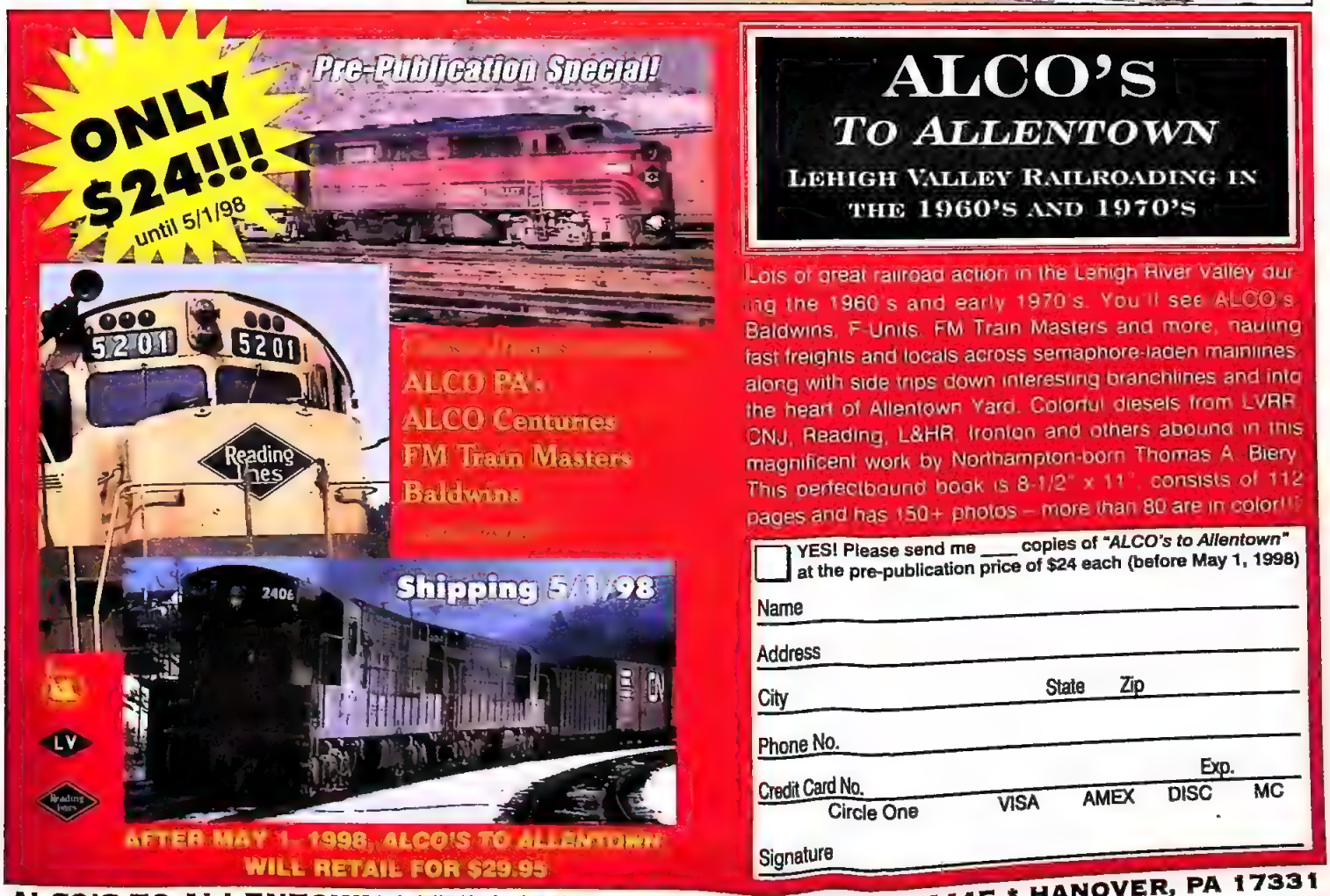
Kodachrome/Josh Lubchansky

News from CANADA

edited by
Bryce Lee

Industry News

Agawa Tour Train: One of Northern Ontario's major tourist attractions, the Agawa Canyon Tour Train recorded a slight decline in traffic this year. Officials blame poor promotion, particularly in the United States. Still, more than 80,000 passengers paid close to $60 for the day long train ride through the Northern Ontario wilderness. The train operates from May to October and hits its peak in September when the forest is ablaze with color. Bus loads of visitors from the U.S. travel to the Soo to board the train for the 200 km ride to Agawa Canyon.



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Algoma Central Railway President Ed Burkhardt says tourist traffic dropped 1% this year, that's the first decline in years, but he's not worried. For the first time this year, a dome car was added. For a slightly higher fare, passengers enjoy a panoramic view of the wilderness. Burkhardt says more dome cars will be added next season.

New Tour Train: Northern Ontario will soon see the establishment of a new tourist attraction that is expected to rival the success of Sault Ste. Marie's Agawa Canyon train. The attraction, an excursion dubbed the Timber Train, will operate between Mattawa and Temiscaming, Quebec, operated by the Mattawa Area Forestry Committee for Economic Development. It is hoped the excursion, designed to be a day trip accessible within a day's drive of much of Ontario, will operate year round and provide a major boost to the economies of both Mattawa and Temiscaming.

The Timber Train made a trial run on October 5, 1997. More than 230 people were invited on the run, and by all accounts, the trial run was a success. The Timber Train will use the existing Ottawa Valley RaiLink line, and RaiLink will also provide the locomotives. The passenger cars will be borrowed from the *Polar Bear Express,* operated by Ontario Northland. Passenger service along the 62-km track between Mattawa and Temiscaming was discontinued 25 years ago, but freight from the Tembec mill in Temiscaming still travels the short line daily. The line was sold by CP Rail to RaiLink two years ago.

When running, the train will depart Mattawa at about 9:00 a.m. and arrive in Temiscaming in time for a tour of the Tembec mill and town, followed by lunch and shopping. Passengers will arrive back in Mattawa by 4 pm. The train will run three or four days a week all year long, although it will probably begin with weekend and theme based excursions. As many as 50,000 people could board the Timber Train annually.

Toronto Airport Link: The Canadian Federal government has hired an engineering firm to look into the feasibility of a rail link between downtown Toronto and Pearson Airport. The IBI group has a contract for $25,000 to look into the most effective, and inexpensive way to provide the link, using an existing line that runs from Toronto to southwestern Ontario. The company is to submit a report by the end of this year. The government also wants to find out if a CN Rail by-pass line could be used to link the airport with communities to the east of Toronto, such as Oshawa and points east. With current expansion plans well in progress, by the time construction is completed in a few years, in excess of 50-million passengers will be handled by the terminal yearly.

Border Accord: A new Canadian accord will let trains skirt border problems, making rail the fastest and most economic means for shippers to move their goods to Canada. The Railway Association of Canada (RAC) announced November 24 an agreement to automate the customs clearance of goods entering Canada by rail, developed in collaboration with Canadian Society of Customs Brokers and Revenue Canada-Customs. Besides trimming 48 hours, on average, from delivery times, the new system will save shippers the cost of maintaining bonded rail sidings, lower their brokerage costs and eliminate unnecessary demurrage fees. Nearly 98% of the 550,000 rail cars entering Canada each year are already cleared without inspection. The process, until now, was entirely paper-driven, which kept goods sitting needlessly idle in rail cars on bonded sidings. The more than a half-million car days that will be freed up will be needed to help handle an expected shift in demand towards the rail mode. The speedy border clearances will give the railways a significant edge over transborder truckers, who report an average four-hour delay at the border. A single train can carry the equivalent of 275 or more truckloads of freight which reduces road congestion, fuel consumption and ground-level greenhouse gases. During the past year, six member railways participated directly in the development of the new border clearance system, under the auspices of the RAC: Canadian Pacific, Canadian National, Wisconsin Central, Burlington Northern Santa Fe, CSX Transportation and Norfolk Southern. The U.S. Customs service already uses a similar system; they report that the system has not only cut clearance time to 10 minutes per train, or six seconds per freight car, but has also improved law enforcement at the border.

CANADIAN NATIONAL RAILWAYS:

Care Full: Canadian National announced November 7, 1997 it is the first transportation company to join the Responsible Care partnership initiative of the Canadian Chemical Producer's Association (CCPA). CN president Tellier noted Responsible Care complements CN's initiatives in health and safety, the transportation of dangerous goods and the environment. Responsible Care was created in 1985 by the CCPA to improve the chemical industry's management of chemicals and its safety, health and environmental performance.

New Power: Canadian National filed a preliminary prospectus November 14, 1997 for the issuance and sale of pass-through certificates to finance the acquisition of 115 new high-horsepower locomotives. The principal.

The first of 80 new General Electric Dash 9 locomotives arrived in Winnipeg November 14, 1997 as CN added a third Locomotive Reliability Centre in Symington yard to the two already in place in Edmonton and Toronto. Earlier in 1997, CN and GE signed an agreement that called for GE to manage the maintenance and repair of 118 of CN's GE Dash 8 and Dash 9 locomotives. All of this work is being done by CN employees under GE supervision at CN's Symington Locomotive Reliability Centre in Winnipeg, Manitoba.

Winter Preparations: Canadian National unveiled on November 27, 1997 a comprehensive, customer-driven winter operations plan that will help the company maintain its service commitments throughout the winter months ahead. Key elements of the winter plan include:

- CN has hired 300 new permanent operating employees to run trains and 93 temporary mechanical employees to perform minor locomotive repairs.
- CN has boosted the horsepower and reliability of its locomotive fleet by acquiring 35 new General Motors SD75s, and 80 General Electric Dash 9 locomotives; acquiring an additional 85 locomotives through short-term leases.
- Holding serviceable locomotives in reserve, ready for use as required.
- Remanufacturing 50 locomotives to improve their reliability and to upgrade them (GCFX 6030-6079)
- Upgrading 167 locomotives to improve winter reliability
- Acquiring 1,425 additional box cars and 150 centerbeam bulkheads for pulp/paper products.
- 32 additional wayside detectors have been installed as part of CN's three-year plan to augment the number of detectors on its transcontinental route
- CN's inventory of freight car wheels will be 30% higher than it was last winter.
- 86 additional pieces of snow clearing equipment, including high-powered snow blowers and snow melters.
- CN has centralized its three Operation Management Centers in Edmonton to ensure that all system-wide operations can be easily monitored for potential trouble spots.

CANADIAN PACIFIC RAILWAY

More New Power: Canadian Pacific Railway announced November 18, 1997 that it will acquire 261 new advanced-traction locomotives by the end of 1999; the largest order of locomotives ever by a Canadian railway. At a cost of C$670 million, it firmly establishes CPR as Canada's leader in introducing alternating-current (AC) technology to the rail transportation industry. The first 101 locomotives began arriving in early November from General Electric Transportation Systems in Erie, Pennsylvania. The new locomotives will go directly into service in Western Canada, moving bulk exports to the West Coast. Another 140 locomotives will enter the fleet in 1998, followed by 20 more in 1999. Units delivered in 1998 and 1999 will also be used in fast-freight intermodal service between Eastern and Western Canada, and in cross-border mixed-freight service between Western Canada and Chicago.

With the latest order, the railway will have 344 AC locomotives, the equivalent of 570 existing direct current units. CPR is the only railway in Canada to adopt AC technology, which is ideally suited to hauling freight over challenging geography and in harsh winter conditions.

CPR's capital program for locomotives and other acquisitions is financed largely by the sale of non-strategic assets and by cash flow from operations. Calgary-based CPR has assets of C$7.7-billion and annual revenues of about C$3.8-billion.

SHORTLINES

The Quebec-Gatineau Railway took over the 590-km CP Rail line linking Quebec City, Montreal and Hull, adjacent to Ottawa, on November 11, 1997. Quebec-Gatineau acquired the trackage from St. Lawrence & Hudson Railway, CPR's eastern division, for an undisclosed price. The new railway includes lines to Joliette and to Grand-Mere, and has about 70 customers, providing more than 35,000 carloads a year of paper and forest products, chemicals, and grain.

Quebec-Gatineau, a shortline railway company based in Montreal, is part of Genesee Rail-One, owned by Genesee and Wyoming Inc., a U.S. shortline operator. Genesee Rail-One has been operating the former CPR line between Sudbury and Sault Ste Marie in Northern Ontario since last July.

PASSENGER NEWS

Privatization Proposed: The federal transport minister is calling for a plan to sell off VIA Rail within a year. David Collenette says VIA will need hundreds of millions of dollars worth of new equipment by the turn of the century, and says he would have a tough time asking taxpayers to foot the bill. The minister told a public-private partnership conference in Toronto that he would like to follow the example of the privatization of British Rail. He suggests franchises could be sold for specific sections of VIA; such as the Atlantic region, commuter service in southern Ontario, or tourist trains. The minister says passenger trains are symbolic of Canadian unity, and he would want VIA to continue as a seamless, national network; even if different private operators run its various routes. He insists the federal government is committed to subsidizing some money-losing passenger routes.

The debate over privatizing VIA Rail has some interesting implications for northwestern Ontario. Harry Gow, vice-president of Transport 2000 Canada, says privatization would bring much needed new equipment; but it may mean a new direction for the rail service through Northern Ontario, that may not fit the needs of the north.

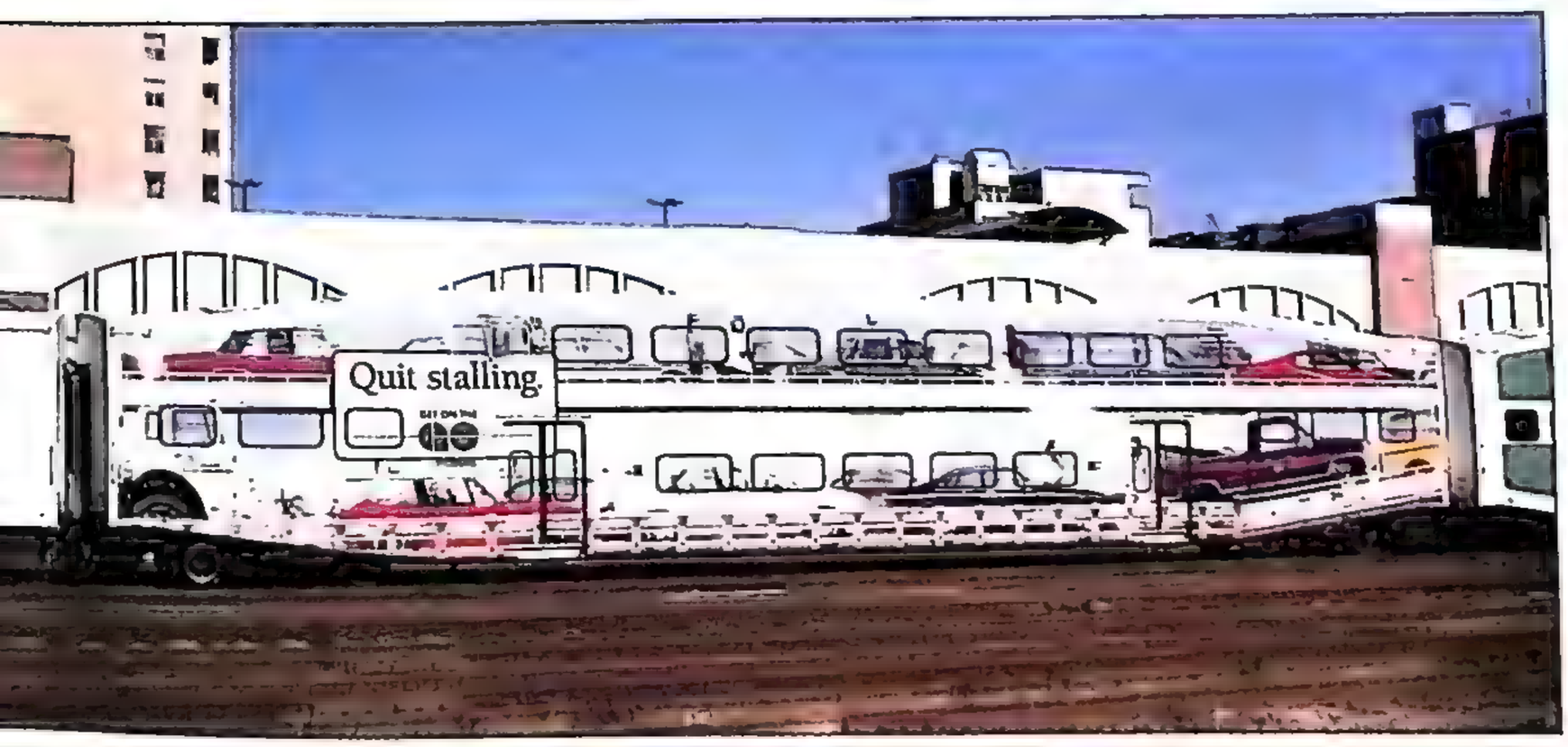
Rear-Ended: A GO Transit train loading at Toronto Union Station was rear-ended by an inbound empty train at Toronto's Union Station on Tuesday, November 18, 1997. 54 people suffered neck and back injuries serious enough to be hospi-

RIGHT: EMD INTL · OPERS— Cape Breton & Central Nova Scotia has received two GP50s, 3108 and 3109, from parent RailTex, with more reportedly in the future. These two are part of a group of ten GP50s obtained by RailTex last summer when they came off lease to BN; originally ordered as Frisco 700-709. The two green machines pictured here on CB&CNS train 306 are sub-lettered IORY for RailTex's Indiana & Ohio RR. The train is seen along the Canso Strait at Port Hawkesbury, NS, at 8:50 a.m., October 3, 1997. Kodachrome/Sandy Burton

ABOVE: NEW FACE— Brand new CN Dash-9-44CW 2526 is seen outside the GE plant in Erie on November 9, 1997. Note that the crew door on the nose has no window.
Fujichrome/Dan Gaines

RIGHT: YORK-DURHAM RAILWAY RS11 3612 awaits departure from Goodwood station September 27, 1997. Located north of Toronto, York-Durham Heritage Railway operates on 12.2 miles of ex-CNR trackage between Uxbridge and Stouffville, Ont. No. 3612 was constructed for DW&P as its 3612, later transferred to CV, and later sold to Lamoille Valley. Kodachrome/George Dutka

BELOW: GO FOR IT— Ontario's GO Transit, begun in 1967, celebrates 30 years of service with this specially decorated bilevel coach. Car 2101 is seen arriving Toronto Union Station October 12, 1997. Kodachrome/Harold E. Brouse



talized. 50 others refused treatment. The train, which was loading for Georgetown, was hit by an empty train arriving from the Bathurst Street Yard to go to Richmond Hill. The impact of the crash derailed two cars and the Track 1 was shut down. It's the first accident to injure passengers in the 30-year history of GO trains. The GO system carries 91,000 passengers a day.

This Budds For You: CLN Industries of Capreol has won the contract to fuel, repair, service and maintain VIA Rail's Budd cars in Northern Ontario. CLN president Jay Nusca says the contract will allow his shop to create three new full-time positions, bringing to 53 the number of employees at the shop. VIA's self propelled diesel

cars operate between Sudbury and White River, Ontario. The contract is good for C$500,000, renewable every two years.

MOTIVE POWER

Canadian National: All GM SD75Is are delivered, including 5762, with 5763, 5764, and 5765 expected to be painted before the end of November 1997 by from GEC Alsthom in Montreal.

General Electric-built Dash 9-44CWLs 2523-2533, 2535-2544 on the property as of November 29, 1997. General Electric has modified their delivery schedule so the second CN order may start mid-December 1997, with the 2563.

Retired motive power: GMD1 1911 October 22; M-420W 3528 October 24; SD40 5192 October 22; 5193 retired November 11; 5206 retired October 22; 5211 retired October 22; 5216 retired November 11; 5236 retired October 22; 5238 retired November 11. GEC Alsthom is repairing the last M636 2338 for return (again) to service!

The following units have been recently scrapped: HR616 2102, 2104, 2109, 2110, 2116, 2119; M-636 2313, 2323, 2335; M-420(W) 3503, 3506, 3507, 3513, 3520, 3521, 3523, 3525, 3527, 3529, 3561, 3564; HR412(W) 3581, 3584, 3589.

Sold: Several units have been sold to CANAC for Quebec Railway Corporation's takeover of the Intercolonial, to be named the Matapedia Railway in Quebec, and New Brunswick East Coast in New Brunswick. This is the former Intercolonial Railway Line from Mont-Joli in Quebec to Campbellton New Brunswick, and south to Catamount near Moncton. Units sold include: M-420(W) 3500, 3501, 3504, 3515, 3518, 3563, 3571, 3576, HR412(W) 3580.

Units 3538, 3546, 3558 are not owned, but leased by CN, and are being sub-leased to CANAC for further leasing to the new roads. All will go to GECA-AMFT in Montreal for work before going to the new railway in New Brunswick. Quebec law demands that at least two of the locomotives be registered in Quebec.

To prepare for winter demands, the following M-420(W)s have been tied up serviceable (TUS) at MacMillan Yard in Toronto and Taschereau Yard in Montreal: 3509, 3510, 3516, 3539, 3548, 3550, 3562, 3566, 3574, 3578, HR412(W) 3585.

CN Leased Power: Conrail\LMSX C40-8W assigned Symington Yard in Winnipeg: 715, 716, 717, 718, 719, 721, 724, 726, 728-735, 737, 738; will all be equipped to lead once Canadian leader equipment is reinstalled in Winnipeg from Conrail SD40-2s assigned to Symington yard in Winnipeg, all trail: 6425, 6426, 6429, 6430, 6433, 6434, 6435, 6438-6441, 6443, 6444, 6448, 6450, 6452, 6453, 6461, 6466, 6470, 6479, 6482, 6484, 6492, 6499, 6513 with 27 on site with 33 total to arrive.

Conrail SD45-2s assigned Symington yard in Winnipeg, all trail: 6654, 6655, 6657, 6659, 6661 all derated to 3000 horsepower; 6656, 6662, 6663, 6664, 6665, 6666 still at 3500 horsepower. Unit 6660 died last year and was subsequently sold earlier this year after a stay at Juniata Shops in Altoona to the Reading & Northern. All leased until early spring of 1998.

The following Wisconsin Central SD45s are wandering the system paying off horsepower hours owed, with return to home rail expected before the middle of December 1997: 6502, 6603, 6611, 6630, 7496, 7554, 9511. It is not known if other Wisconsin Central units will be leased during the winter of 1997-1998.

The following locomotives are assigned to Battle Creek Michigan: all used in trailing position: 8 ex-CNW SD-40s marked NREX 869, 870, 872, 882, 886, 889, 892; C30-7s 5509 (ex-BN) & 8147 (ex- SF); 6 SF30-C (rebuilt by SF from U30Cs) 9525, 9531, 9538, 9541, 9553, 9561 all yellow and blue; EMDX ex-KATY 182, 187, 190, ex-MILW/SOO 193, 195, 196 all in EMDX blue and gray; HATX ex-CSX GP-40s 425-429; HLCX 5001-5006 ex-Detroit Edison; HLCX GP40-2 4290 nee CN 9640; all Battle Creek assigned and leased motive power is basically out of the USA and back again with 24 hours.

Canadian Pacific Railway: New arrivals, October 23: AC4400CW 9583, 9586, 9587, 9588, 9589, 9590, 9592, 9595, 9596; October 24: 9593, 9594, 9597, 9598, 9599, 9600, 9601, 9602, 9603; Oct. 28: 9584, 9591, 9604, 9605, 9608, 9609; Nov. 5: 9606, 9607, 9610, 9611, 9612, 9613, Nov. 10: 9614, 9615, 9616, 9617 9618, 9621; Nov. 27: 9630, 9631, 9628, 9626, 9629.

Sold to Quebec Gatineau (Genesee Rail-One) on November 10, 1997: RS-18u 1801, 1816, 1846, 1847, 1848, 1848; C-424 4212, 4214, 4222, 4223, 4228, 4241, 4242.

CP GP7u 1502 to STLH 1502 October 30; CP RS-18u 1800 donated to Town of Moriah (Port Kent, NY) for its Railroad and Mining Museum.

The following locomotives have been recently scrapped: SW1200RSu 1211; RS-18u 1804, 1805, 1806, 1808, 1820, 1823, 1832, 1833, 1843, 1844, 1852, 1862; C-424 4202, 4203, 4207, 4208, 4215, 4217, 4220, 4224, 4225, 4232, 4244, 4245, 4246, 4247; RS23 8025, 8028, 8035, 8030. Most had been gutted and were basically hulks on wheels. Most are of the MLW-built ALCO-powered family.

VIA: FP9Au 6313 released from GEC\AMF with HEP generator installed in placed of steam generator. It joins 6300, 6307, at Montreal and 6302, 6304, 6308, 6311, 6313 at Winnipeg.

RaiLink: GP38 2000, 2001 transferred from Ottawa Valley RaiLink to RaiLink Southern Ontario at Brantford, Ontario; SW1200RS 1335 renumbered 1201 (presently in Ontario Northland shops for work); Chicago Central & Pacific GP18 1806 acquired to be used on the Central Western Railway in Alberta.

Genesee Rail-One: Buffalo & Pittsburgh GP9 204 to Huron Central Railway, HCRY has purchased HATX SD45E 916, 917, 920, 921, 922, 924 which will become HCRY 458-463 in the Buffalo & Pittsburgh master numbering scheme; B&P GP9 886 nee N&W 886), and SW1500 1500 and 1501 delivered to Quebec Gatineau. Southern Railway of BC (formerly BC Hydro) SD38-2s 383 and 384 transferred to I&M Rail Link.

Preserved: Louisiana Pacific (Perry, BC) donated their GE 25-ton to the museum in Prince George; the York-Durham Heritage Railway Association's former Domtar RS-3 68 (nee RDG 485) has been moved from Stouffville to MacMillan Yard and then to Reading Company Technical & Historical Society, Leesport, Pennsylvania, and got its original number back.

Thank you to Bruce Acheson, Gerry Burridge, Bruce Chapman, Paul Cordingly, Steve Gerbracht, C. Bruce Hollet, Ken Jones Jr., Joseph F. Kazmar, Andrew Kirk, Doug Page, Carl Perelman, Wayne Regaudie, John Read, Earl Roberts for information and corrections, Pat Scrimgeour, Mike Swick, Tom Trencansky and Steve Waller.

Please continue to send contributions by snail-mail to Bryce Lee, 1377 Eden Place, Burlington, Ontario L&S 1J9 Canada or by e-mail to **brycelee@globalserve.net**

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SEPTA SCENE

Continued from page 17...

Camden-Trenton Light Rail Update

As was expected, things were fairly quiet concerning the Camden–Trenton light rail project in the months leading up to the November election. Nothing in the election results would apparently change the political support for the line. The Burlington County Board of Freeholders remains committed to the project, and at an October meeting [while turning back demands from NIMBYs in attendance that they reconsider their support] the Freeholders called for extending the line beyond the Trenton rail station to the downtown State House area. The Burlington County Board of Realtors also voted to support the project, discounting the oft-expressed NIMBY fear that the line, if built, would depress property values.

Apparently NJT hopes to complete its preliminary engineering and planning work early in 1998 and have documents prepared for bid on a Design-Build-Operate-Maintain [DBOM] basis. Under DBOM. which is being used for the North Jersey Hudson Waterfront light rail project, the successful bidder [a single contractor or a consortium] will be responsible for final design work, will build the project in accordance with those designs, procure rolling stock, and then operate and maintain the line. A 13 year contract is currently anticipated—three years to build and ten years to operate. At the end of ten years of operation, NJT could renew the contract with the original DBOM operator, might open the line to other potential operators and put the service out to bid, or choose to assume operation of the service itself. Assuming a best case scenario, a DBOM contract could be awarded by the end of 1998, with the line completed and in service by early 2002.

The joker in the deck remains the sale and split up of Conrail. Conrail owns the Bordentown Secondary Track, over which the line would operate, and the route will remain part of the Philadelphia/South Jersey Conrail Shared Assets Operation after the Conrail sale is consummated. Although Conrail has cooperated with NJT's planning process, NJT has no agreement giving it access to the line for either light rail or conventional commuter rail operations. If a non-FRA compliant light rail operation is selected, it would have to be fully segregated from convention railroad freight operations. The usual approach in such situations— limiting freight service to an overnight service window when the light rail line would not be operating— may not work well here. As this column has previously mentioned, some freight customers along the line do not want overnight freight service and there are serious doubts that the traffic on the line could be handled in a five hour late night window. The Bordentown track also serves as a vital alternate route for South Jersey freight traffic should the Delair Bridge be blocked [which has happened several times in the recent past, when the bridge has frozen in the up position during severe winter cold weather], and Conrail has insisted that it needs access to the line at other times if operating conditions dictate. While a commuter rail option, which would be FRA compliant, has not been completely ruled out, the NJT planning process so far seems heavily slanted toward light rail.

Correspondence concerning Philadelphia area and southern New Jersey railroad and rail transit operations is welcome by the author at 220 Pine Street, Mount Holly, New Jersey 08060-2206.

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CALENDAR: Lackawanna & Wyoming Valley Railway Historical Society 1998 Railway Calendar. Color cover and 13 B&W photos of rails in Northeastern Pennsylvania. 11x17", $5.95 postpaid via first class mail ($3.80 + $1.92 Postage & Handling + $.23 tax). Calendar, Dept. RP, P.O. Box 3452, Scranton, PA 18505-0452. (2/98)

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CALENDAR: 1998 Conrail Technical Society is now available. Full color 9x12" format. 14 photos of Conrail featuring some of the best eastern railroad photographers. Available for $9.00 plus $2.00 postage from Conrail Technical Society, Post Office Box 7140, Garden City, N.Y. 11530-7140. (3/98

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ABOVE: JUST AN OPEN FIELD— What was once the great expanse of Mechanicville Yard is now an empty field, save for a single main track. D&H train 263 hustles through Mechanicville on Saturday, October 18, 1997 with GP38-2s D&H 7308 and Clarendon & Pittsford 204. From August through the fall, the D&H 7308 and CLP 204 were assigned to Monday-Friday trains YFES and SC-2. The power laid over at Saratoga for the weekend, where it was available for various assignments, such as the on epictured here.

Kodachrome/Ben Martin

EMPIRE STATE LIMITED

by Tom Trencansky

ABOVE: THE ERIE LACKAWANNA MERGER AGAIN? This scene of Western New York Railway Historical Society's DL&W caboose 906 and New York & Lake Erie Railroad's MLW FPA4 6758, in Erie-inspired paint so fresh it still smelled of solvent, harkens back to the fall of 1960 when the Erie and Lackawanna merged to create one of the Northeast's most revered systems. The display is seen at Hamburg, NY on the Buffalo Southern RR October 4, 1997, for attendees at the 1997 Annual Meeting of the Erie Lackawanna Historical Society, hosted by the caboose's owners. Since the ELHS spring trip on an NY&LE affiliated road between Meadville and Corry, PA, ELHS members had been pressing NY&LE owner Bob Dingman about the paint scheme to be applied to the two ex-VIA/CN units. Dingman maintained the suspense until the convention when he unveiled the units with an Erie family look, substituting a rich blue for Erie's somber black. Kodachrome/Larry DeYoung

RIGHT: JACKED UP— Falls Road Railroad RS11 1802 sits jacked up without its lead truck at the Buffalo Southern repair track in South Hamburg, NY, November 1, 1997. The Alco was in for traction motor repair after running over a derail in Lockport, NY.

Fujichrome/Hal Raven

RIGHT: STILL KICKIN'— At mid-day on November 5, 1997, Richard Wilgus's privately-owned Alco RS3 is seen apparently "risen from the dead" and hard at work shoving loaded coal cars dropped off by a Conrail "UCR" coal train at the Independent Cement Co. plant south of Catskill, NY, for the plant's winter "harvest" of coal. The old ex-Alpha Portland cement, nee-Birmingham & Southern Alco is one of the last 244-engined units of its kind to survive in the Northeast, and sees very limited duty at the Catskill cement facility, located adjacent to Conrail's River Line. Kodachrome/Gary R. Schermerhorn

ABOVE: WORKING NORTH— Construction is underway on Metro-North's "Wassaic Extension Project" which will see Upper Harlem Line passenger service extended north from Dover Plains to Wassaic, NY. MN is utilizing a Canadian contractor to replace ties and install 119 lb. welded rail on the six miles of former Conrail (NYC) trackage. The new Wassaic terminal will include a layover yard, maintenance building, a new passenger station and 250 parking spaces, expandable to 1000 spaces. The station will be located adjacent to NY State Route 22 to serve the burgeoning Tri-State (NY-CT-MA) market. The extension will permit Metro-North to operate the Upper Harlem Line from the north end, and eliminate deadheading of through trains for Grand Central Terminal as well as the Brewster North shuttle. Work has been slowed by the deteriorated condition of the line. Penn Central dumped passenger service north of Dover Plains in March 1972, and Conrail ended freight service on the line in December 1992. Metro-North purchased the 6-mile segment in January 1997.
Kodachrome 200/Heyward Cohen

ABOVE RIGHT: ON DISPLAY— Atlas Terminals has cosmetically restored one of its 1941 GE 25-ton switchers was used until 1982 to drill the terminal buildings off the LIRR Montauk Secondary in Glendale, Queens, NY. The unit, illuminated at night, is located at Atlas Terminals main entrance at 8000 Cooper Avenue in Glendale. Kodachrome/Gregory Campolo

ABOVE: UNPREDICTABLE AS EVER— Forging its way through early season snow-scape, D&H/St/L&H train 552 approaches the Maple Avenue/Route 396 grade crossing in Selkirk, NY, on the Albany Secondary between Kenwood Yard and Selkirk Yard, on the afternoon of November 16, 1997. The train has a colorful lashup of CP Rail 5673 leading three well-weathered MLW C424s toward CP "SK." Power for the Montreal to Selkirk 552/551 continues to be as unpredictable as New York State weather patterns, with both RS18u and C424 Alco/MLWs frequently seen.
Kodachrome/Gary R. Schermerhorn

LEFT: EASE ON DOWN THE ROAD— LIRR crews, Suffolk and Nassau County police "escort" the second of two retired Long Island M1 MUs from a siding at Farmingdale on the Ronkonkoma Branch to a new home at the Nassau County Firematic Training Facility in Old Bethpage, November 16, 1997. The cars will be used for training the counties' volunteer fire departments. Ektachrome/Al Murray

LAKE SHORE NEWS

Continued from page 33.

- CSX between Columbus and Groveport (5.5 miles) to access the Logan Subdivision.
- CSX/CR between Lima and Fort Wayne, Indiana (59 miles), to access grain traffic at Fort Wayne and Delphos.
- CSX/CR between Quincy and Sidney (10 miles) to access grain traffic from Countrymark and Cargill Syrup
- CSX/CR between Quincy and Marion (52 mi.) to access grain traffic from Central Soya
- CSX/CR between Quincy and Ridgeway and Marysville (53 miles) to access grain traffic from Countrymark, fertilizer traffic from Scotts, and Honda auto traffic to Canada for CN.
- NS/CR in Lima on the BP Chemical Industrial Track (2.3 miles) to access BP Chemical Corp.

BESSEMER & LAKE ERIE

We Want Rights! (Part II): Bessemer & Lake Erie has filed with the STB to obtain overhead trackage rights as part of the Conrail merger. These include rights over the Mon Line between the connection with the B&LE (Union Railroad) at Duquesne, PA, and Conrail's Shire Oaks Yard in Shire Oaks, PA (14 miles), and rights over the CSX (former P&LE) line between the connection with B&LE (Union Railroad) at Bessemer and CSX's Newell Yard near Brownsville, PA (40 miles). The overhead trackage rights sought by B&LE would be restricted to the transportation of coal originating at current or future mines on former Monongahela lines and destined for the P&C Dock at Conneaut.

A Busy Bessemer: During the final weeks of the 1997 shipping season, the B&LE was busier than it had been in several years. On several occasions three or four trains ventured north of Albion in one day (even on weekends!) Traffic included both coke trains destined for the NS at Wallace Junction and mineral trains destined for loading/unloading at the Conneaut Harbor. Much of this traffic will subside with the onset of winter, but next year should provide equally busy traffic levels on the rarely-photographed trackage north of Greenville. The coke contract with NS continues into next year, but beyond that, service into Wallace Junction is questionable.

LAKE SHORE SHORTS

Cuyahoga Valley Scenic Railroad will move into the 1998 season with five locomotives. In addition to the two well-documented ex-Canadian National/VIA FPA4s, the tourist line still operates several other units. CUVA RS3 4099, formerly owned by the D&H, is temporarily out of service. The railroad is currently using its ex-US Army SW8 2014 and B&O-painted GE 44T 21. The railroad is reportedly looking for a new switcher, possibly from a Cleveland-area LTV plant. Alco S3 20, acquired from the Lubrizol Corp. in January of 1991, was scrapped in the mid-1990s. The unit needed some work when it arrived on CVS property, and it only saw very limited operation on the Ohio tourist line. RS3s 4056 (ex-BN 4056, nee SP&S), 4088 (ex-NYS&W), and 104 (ex-NYS&W) have also been scrapped.

The Keystone Generating Plant in Shelocta, PA, is now operating a former Conrail GP40 rebuilt at Juniata. The locomotive, originally Conrail 3225, has been lengthened several feet and has seen major external and internal changes. It has been repowered, the fuel tank is half the size of the original EMD tank, and most of the air intakes and fans have been eliminated.

Dynamic brakes have been removed, although the dynamic brake blister is still in place. The locomotive has been painted dark blue and is now numbered 48001 (frame# 7145-56). The unit had been rebuilt by Juniata as a prototype for a cost-effective new commuter locomotive, but it had been stored for several years at Altoona without a buyer.

Larry's Truck & Electric has added several additional locomotives to its ever growing collection of retired switchers. In mid-November, two unusual mother-slug sets were seen storage in CSX's Cumberland Yard awaiting movement to LTE. The two sets, which had been seen in Grafton at the end of October, were previously in service for Rauer Coal on CSX's Cowen Subdivision, south of Grafton. The sets included ex-Conemaugh & Black Lick SW7s 108 and 109, ex-Crandic slug 98 (previously Crandic 97B, originally an SCL Baldwin), and another slug numbered 110. The 108 and 98 were in their original owners' paint schemes, but the 109 and 110 were painted in WVU blue and yellow.

Ohio Central: During the first week of November, Ohio Central operated a new train out of Blacklick, Ohio. Power for the entire week was GP8 5408 which was stored between trips on the concrete plant spur in Blacklick. On CSX trackage the train was listed as Z745.

The OC steel train, handed over to CSX at Newark, is known as K508 while on CSX rails between Newark and Cincinnati.

On November 17, Conrail GP10s 7546 and 7568 were seen stored at Conway. The 7546 was whitelined and stenciled OHCR. It is possible that both units may be destined for the Ohio Central.

R. J. Corman has asked for two miles of trackage rights over Conrail's line between MP 54.4 and MP 52.1 in Lima, Ohio, as part of the Conrail split-up.

RailTex is shifting motive power yet again after its latest attempt to enter the Canadian market on former CN trackage did not materialize. The recently rebuilt GP38-3s 3800 and 3801 and GP40 3806 left the Cape Breton & Central Nova Scotia Railway for the DT&I lines in western Ohio on November 18. The DT&I lines will in turn send CB&CNSR two to four ex-BN GP50s. These units will join GP50s 3108 and 3109 already in service in Nova Scotia. With the arrival of the EMDs it is likely that several more MLW M630Ms will be sent into retirement. 3800, 3801 and 3806, painted in the new red and grey Railtex corporate colors, were ultimately bound for the new shortline in New Brunswick. Railtex lost its bid for the Moncton-Mont Joli line, and the units were quickly reassigned to the Ohio RailTex lines.

Two SP Construction Equipment units, ex-ICG GP10s 701 and 703 (ex-ICG GP10s) were spotted at Cleveland's Rockport Yard in mid-November. The units, along with five flat cars of fiber optic cable and a SP caboose, have been laying the fiber optic cable alongside Conrail lines in the Cleveland area.

Southwest Pennsylvania RR is once again moving coal trains. During the week of November 3, the SWP operated a coal train utilizing Conrail leased power. CR GP40-2 3361 was held on the property for a few extra days after several loaded hoppers split a switch in Everson, trapping 35 loads south of the diamond of the old PRR and B&O branches. Railroad sources indicate this diamond may be on borrowed time, as the SWP would like to eliminate the maintenance associated with it. Removing the diamond would require some track changes, so area railfans should not delay in getting photos of the interchange.

SWP has not been using Alco RS11 IBCX 352 in recent weeks because of a serious water leak. The engine was tied up at the Youngwood Yard for most of October, and was spotted at Conway on November 28.

Special thanks for this month's Lake Shore News go out to David Baer, Rich Borkowski Jr., Eric Davis, James Falcsik, Tom Gerbracht, David Hamley, Jerry Jordak, Bob Korth, John Krattinger, Andy Kromer, J. Erik Landrum, J. Alex Lang, Garland McKee, Terry Mefford, Mark Menges, Todd Novak, Jon Overfield, Glen Smith, Pat Stakem, Rebecca Whittles, and Mrs. Ruth Zeisloft.

News and information on railroads from western and central Pennsylvania and all of Ohio is always welcome by Steve Gerbracht, 106 The Knoll, Ithaca, NY 14850. I can be reached via e-mail at **stg3@cornell.edu**

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Northeast Ohio Commuter Rail Preview

Continued from page 32...

After the second trip was completed, the train's consist was taken back to East 55th Street Yard, and was later turned over to Conrail at the Mayfield Road connection at 2:20 p.m. Conrail took the train from Mayfield to Collinwood Yard via the Short Line, then down the Chicago Line to the Cleveland Amtrak station, where it was parked on the #44 Industrial Track until Wednesday morning. The train was open to the public on Tuesday.

On Wednesday, November 12, two round trips were operated over Conrail's Chicago Line (ex-New York Central) between Cleveland and Madison, with station stops at Painesville. The first train left the downtown Amtrak station under sunny skies at 9:00 a.m. and raced eastward along the East Shoreway, the freeway which carries Interstate 90 through the east side of the city to downtown Cleveland. The previous night had brought northeast Ohio its first major snow storm of the year. Several accidents brought traffic on the outbound Shoreway to a standstill for hours, which thrilled the commuter rail advocates aboard as the train sped along at 79 MPH past motorists stuck in traffic.

Detectors along the Chicago Line plagued all of the day's trips, as the combination of the short train and the lack of heat generated by the brakes on the CalTrans commuter cars caused all of the hot box detectors between Cleveland and Madison to malfunction. The train was forced to stop after passing two malfunctioning detectors, and the crew inspected the train. The delays from the detectors caused the first train to arrive at the former NYC station in Painesville at 9:50 a.m., twenty minutes late. Snow was falling heavily in Painesville and at Madison, where the train stopped at the Ohio Route 528 crossing, picked up more passengers, and proceeded west back towards Cleveland.

For the rest of the day, the train ran twenty to thirty minutes behind the posted schedule. On the return of the second trip, an inadvertent "photo runby" occurred at the Painesville station, as the engine crew over-ran the station by a half-mile, and had to back up so passengers could board. The last run terminated at the Amtrak station at 2:20 p.m., and the equipment was backed into the #44 Industrial Track to await that evening's arrival of Amtrak train #29, the westbound *Capitol Limited*, which ferried the equipment to Chicago.

The future of permanent commuter rail in Cleveland is uncertain. RTA has hopes that, after the Conrail acquisition, NS would abandon their former Nickel Plate main line through the western suburbs in favor of operating on Conrail's Chicago Line through Berea, which would open the door for commuter rail.

However, those hopes now seem remote after NS announced during the summer that they would more than double freight traffic on their own ex-Nickel Plate line after the merger. Local residents, however, have complained loudly about the traffic increase, especially in Lakewood, which has 27 grade crossings in three miles.

It remains to be seen what the Surface Transportation Board will decide, if anything, about residents' concerns along the route. The Conrail main between Cleveland and Madison, to be taken over by CSX, is expected to host 54 trains a day after the merger, so CSX may not be too receptive to commuter trains operating over the Chicago Line. Other routes under consideration for commuter rail include Cleveland-Akron-Canton over ex-PRR and ex-B&O lines, Cleveland to Medina over CSX's CL&W Subdivision, and Conrail's Randall Secondary—the former Erie Lackawanna main line between Cleveland and Aurora, Ohio.

The Keystoner

Continued from page 20...

Lancaster, PA Area News

Conrail is constructing a 2,400-square foot building at the east end of its Dillerville Yard in Lancaster to provide offices for the trainmaster, yardmaster and space for track maintenance workers. Construction of the $284,000 building began in July, and was to be completed in November.

The city of Lancaster has released plans for the renovation of the Amtrak station located at McGovern Avenue in downtown Lancaster. A final plan, due in January, will be used by local officials in an attempt to secure $5 million in state and federal funds for completion of the project. Advocates hope the plan will reduce automobile congestion and air pollution and serve as a magnet for travelers and tourists. The plan includes supplementing the existing 106-car lot, building a Red Rose Transit Authority sheltered bus stop, alignment of the station driveway with Duke Street, facilities for a Capitol Trailways bus depot, elevators for handicapped riders, video monitors with local attractions listed, a restaurant and news stand.

East of Lancaster, plans are underway for an additional station stop for Amtrak trains. Amtrak, The Strasburg Railroad, the Red Rose Transit Authority, and Penn DOT are studying a plan for a proposed station to be built in Paradise Township at the junction of the Strasburg Railroad and Amtrak. The plan would include shuttle buses to connect with area tourist attractions like Dutch Wonderland and Living Waters. The station would be built at the junction of US Route 30 and Pequea Lane. While a NIMBY group known as POP (Preserve Our Paradise) has been formed in opposition to the plan, the Lancaster County Planning Commission favors the project and estimates it will increase tourism by as much as 80,000 visitors a year. Fred Bartels, President of the Strasburg Railroad, cited requests by Amish people for a railroad stop at Paradise which would save them a buggy trip into the city of Lancaster in order to board a train.

Conrail Tidbits

Conrail began operating train EDAL/ALED between Edgemoor (Wilmington, Delaware) and Allentown, Pennsylvania, effective November 17, 1997. ALED is scheduled daily, but EDAL is not scheduled Sunday and Monday. Schedules are arranged to run the train during the night-time window Amtrak allows for freight trains on the Northeast Corridor. ALED departs Allentown at 8:30 p.m. while EDAL passes Abrams at 6:30 a.m.

MAIL 8-M operated with gray *Ballast Express unit* CR C32-8 #6619 on the point, November 19.

Shortline Tidbits

New Hope & Ivyland GP30 2198 has been painted into a maroon and black scheme with gold trim and lettering. The paint job is similar to that used on former Alco RSC-2 1513. The unit debuted its new livery on the Sunday Brunch train to Wycombe on November 16, 1997.

Delaware-Lackawanna Alco C420 310 made its first run November 21, 1997 when it made a trip to Tobyhanna, PA with C424 2452 and eleven cars.

Thanks to the following for this months news: Rob Palmer, Paul W. Hocker, Jim Eisenhart, Jr., Carl Perlman, and Joseph Bania. Send news from eastern Pennsylvania to Dale W. Woodland, 402 E. Reliance Road, Souderton, PA. 18964 or e-mail: **dwwrdg@erols.com.**

Please send 35mm color slides of eastern Pennsylvania railroading directly to *Railpace Newsmagazine*, 210 Perrine Avenue, Piscataway, NJ 08854.

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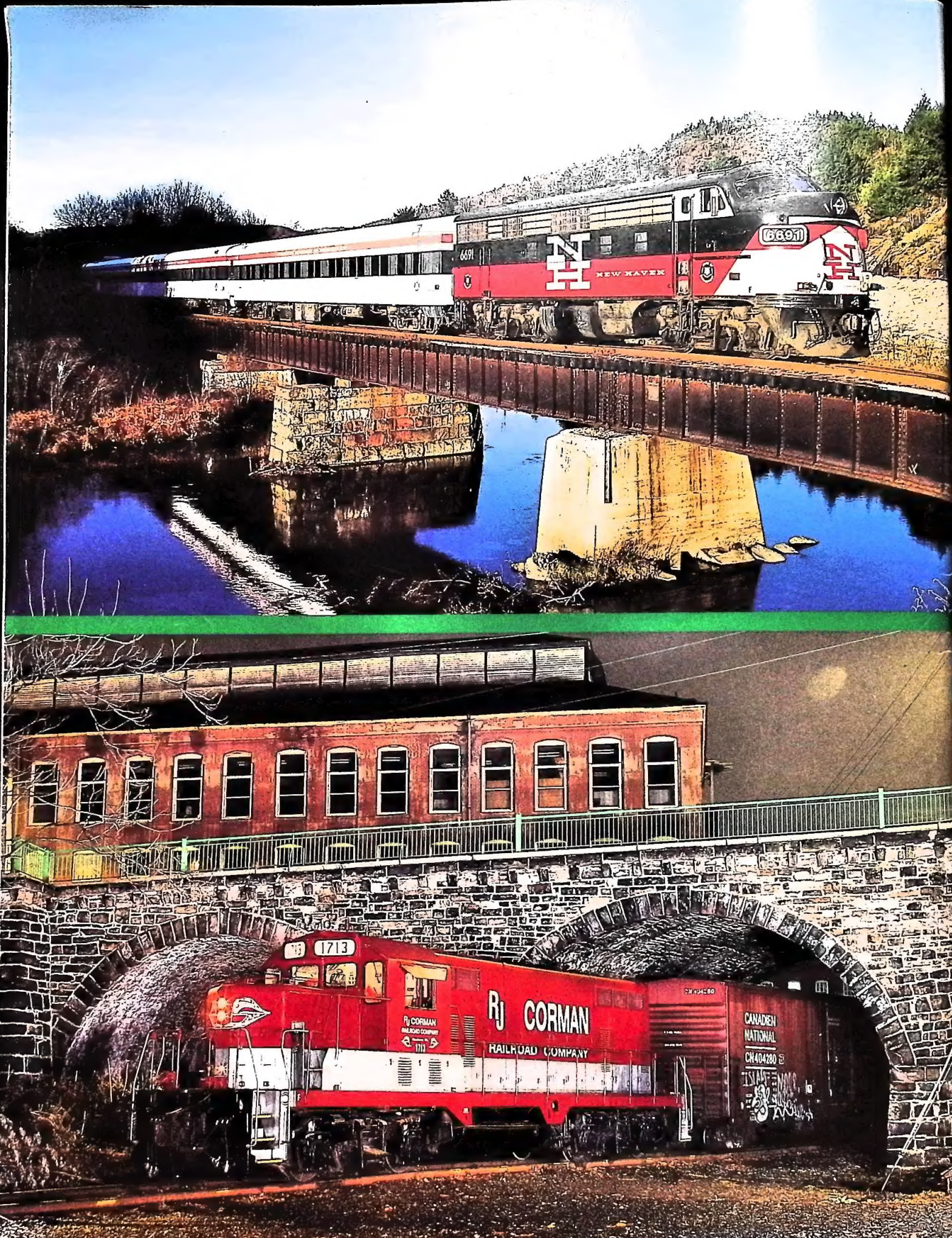
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